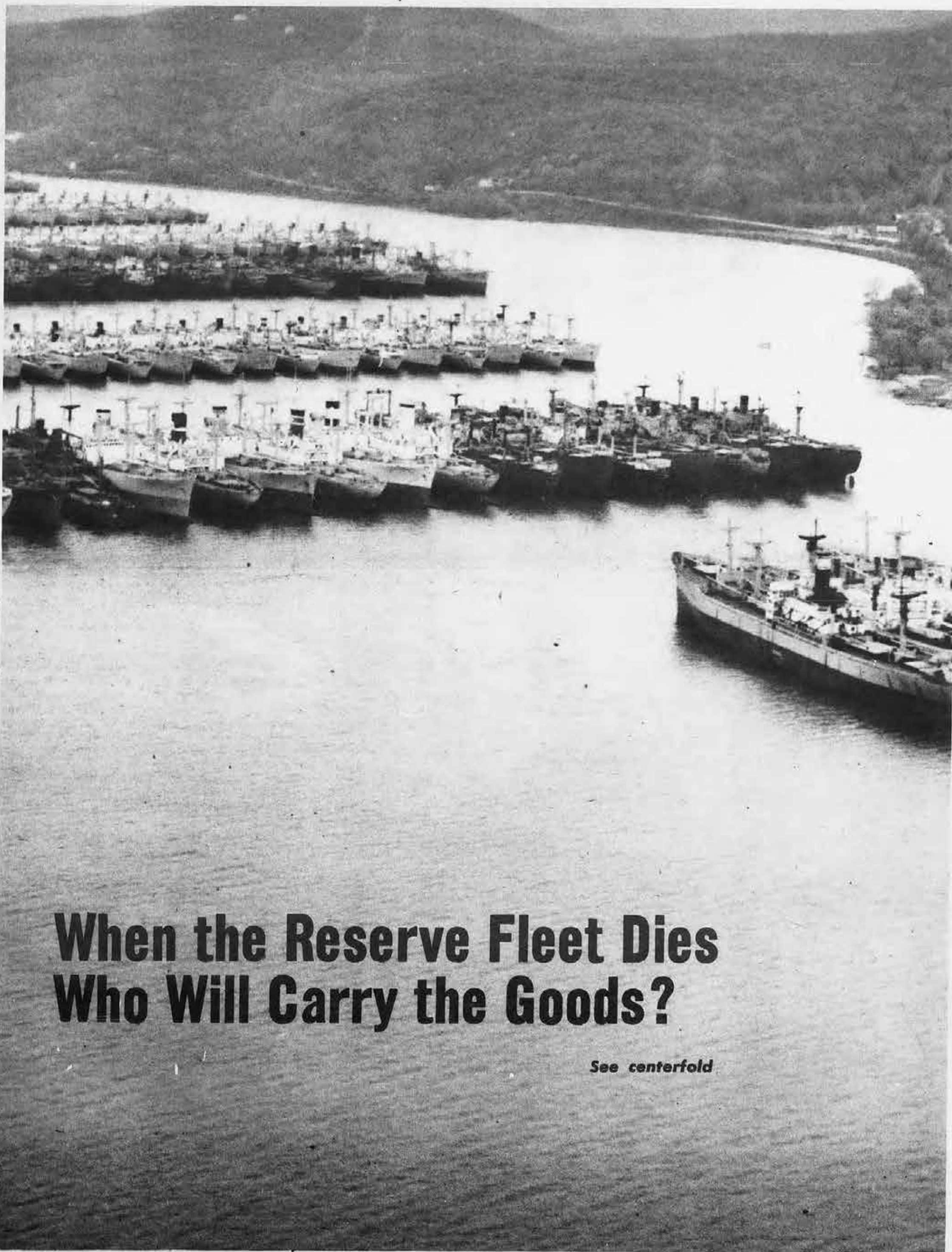


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# SEAFARERS LOG

July 5,  
1968

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



## When the Reserve Fleet Dies Who Will Carry the Goods?

*See centerfold*

# Threat to Unsubsidized Shipowners Seen in Proposed 'Respond' Program

WASHINGTON—A second attack has been launched to avert early adoption of the so-called "Respond" program—involving emergency shipping in a time of national emergency—by the Military Sea Transportation Service because it would seriously damage, "if not destroy" unsubsidized operators.

The latest objection to the program was delivered by the American Maritime Association to Secretary of Defense Clark M. Clifford. Earlier last month, four unsubsidized SIU-contracted steamship companies joined in protesting to top Administration officials and Congressional leaders that Respond chiefly benefits the subsidized lines and poses a threat to the "very existence" of the unsubsidized operators.

Backing this view in a letter to Clifford, the AMA also forwarded similar letters to the chairmen of the House Merchant Marine Committee, the Senate Commerce Committee and the House and Senate Armed Services Committees in an effort to block partial implementation of Respond in fiscal 1969 as sought by MSTs. The AMA asked that the plan, originally developed by the subsidized steamship lines, be put aside "until this program can be developed in a manner equitable to all parties concerned."

## Scores Double Subsidy

In the letters, the AMA, which is the principal spokesman for the unsubsidized segment of the American merchant marine, said "early implementation of the program by MSTs, would solidify and perpetuate an extremely unwholesome and undesirable development in our national maritime policy which the unsubsidized lines have long sought to have corrected—the payment of double subsidy on government cargoes such as would be moved under the Respond program."

In reviewing the intent of the subsidy program, the AMA said it was originally designed to make American-flag merchant ships competitive for commercial cargoes which are not protected from the competition of lower-cost foreign carriers. Also, it stated that

## Fifth 'Seamaster' Joins APL Fleet

PASCAGOULA, Miss. — The President Fillmore—fifth and last of the SIU-Pacific District-contracted American President Line's fleet of new Seamaster cargo-liners, has been placed in trans-Pacific service after being formally delivered last month.

The vessel joins the other Seamasters—Presidents Van Buren, Grant, Taft and McKinley—which also are in the trans-Pacific service and already have established records for speed.

Delivery of the Fillmore completes the \$64 million, five-vessel shipbuilding program contracted by APL with the Ingalls Shipbuilding Division of Litton Industries.

The Seamasters are of 21,000 tons displacement and are the first ships built of a new high-strength, low-alloy steel that effected an 18-percent saving in weight. They feature new cargo-handling equipment and are designed to carry containerized, refrigerated, liquid and break bulk cargo.

direct subsidy "was never meant to be paid on Government-generated cargoes insulated from foreign competition, such as those shipped by MSTs."

"In the case of the MSTs cargoes which would be involved in the Respond program, various of our member companies," said the AMA, "have informed us that the direct subsidies of some \$1,800 a day, which the United States Government contributes toward the voyage expenses of the subsidized lines, compensate for about 40 percent of the operating costs of these vessels, and that this significant fact has not been taken into account in the proposals for early implementation of Respond which MSTs has advanced."

"Neither the AMA nor any of its member companies is opposed to development of a program which will assure MSTs of an adequate commercial sealift capability, either in time of peace or in time of emergency," the association said, but it added that Respond, as presently proposed, would actually reduce the potential commercial sealift augmentation available to MSTs by seriously damaging, if not destroying, the unsubsidized fleet which has always provided a major part of this nation's sealift capability.

"The unsubsidized lines, as always, are willing to work now with MSTs and other appropriate government agencies in the development of a program which will serve the interests of both MSTs

and the total American-flag merchant marine.

"Until such a program can be developed, however, it would, we believe, be most unwise to bring about the partial implementation of Respond proposed by MSTs," said the letter to Clifford. "We earnestly solicit your help in averting implementation of Respond until this program can be developed in a manner equitable to all parties concerned."

## Study Panel Asked

Spokesmen for the four SIU-contracted companies—Central Gulf Steamship Corporation, Columbia Steamship Company, Isthmian Lines and the Waterman Steamship Corporation—had previously called for the setting up of a committee of Government and industry representatives to study all phases of Respond before it is implemented.

The basic idea behind Respond is to obtain a peacetime Government commitment on cargoes in exchange for a pledge from American-flag fleet operators that their ships would be made available to the United States in a time of national emergency.

All fleet operators would bid equally for the Government-generated cargoes even though the Administration pays, through subsidies, almost 40 percent of the operating costs of the subsidized steamship lines. This would invoke a severe hardship on the unsubsidized steamship companies, the four spokesmen stated.

## Faupl Urges Vigilance of ILO In Guarding Workers' Rights

GENEVA—U.S. Worker Delegate Rudolph Faupl has called on the International Labor Organization to rededicate itself to the "cause of freedom and justice throughout the world."

In his principal address to the ILO's 52nd conference here recently, the leader of the AFL-CIO delegation warned that the ILO would betray its mission if it shrunk from "efforts to eliminate flagrant abuses of the basic freedoms of workers wherever and whenever they occur."

Faupl had just scored the ILO staff for failing to mention in its reports on human rights to the session of nearly 1,200 trade unionists, employers and government representatives the existence of slave labor camps in the Soviet Union.

"This organization clearly flouts its most fundamental purposes when it hesitates even to investigate grievous charges of violations of its basic principles," he said.

Faupl was all the more outspoken in his criticism because he praised at the outset of his speech the way in which the Freedom of Association Committee of the ILO's executive council had contributed "so magnificently" to the protection of human rights.

## Untiring Efforts

"In countries all over the world," he recalled, "countless trade unionists have been freed from oppression, imprisonment

and even imminent death because of the untiring efforts" of this committee.

Faupl also blasted the hard-line Communist delegations for their political attacks in defiance of conference rules against the United States because of what he described as American efforts to "safeguard the freedom and independence of the Republic of Viet Nam."

In the United States, he pointed out, "unlike the countries whose representatives made these political charges, there are trade unions which, under the most difficult circumstances, are working tirelessly to safeguard the interests of workers."

The worker delegates the endorsed the proposal on the express condition that biennial budgeting was not an opening wedge in favor of holding the conference every other year instead of on the present annual basis. This is the goal of some economy-minded employer delegates.

Another item of business was completed with the approval of a series of measures to improve the living and working conditions of millions of tenant farmers and sharecroppers the world over.

## Report of International President



by Paul Hall

The J. P. Stevens Company has once again been knocked down by the National Labor Relations Board for its flagrant disregard of the rights of workers and their legally-guaranteed mandate to organize and bargain collectively.

All of us in the labor movement can take this latest ruling against the second-largest textile chain in the nation as a source of renewed satisfaction that the cause of the worker has been advanced in a particularly hard-core area of anti-unionism.

The string of findings against Stevens—five to date, after years of struggle by southern textile workers, show definite signs of progress in a jungle of worker exploitation, but the battle is by no means won.

Labor's mounting score of victories against this billion-dollar corporation has not changed its basic attitude toward its employees one iota.

The most recent NLRB decision against Stevens specifically requires that four workers, fired from a Dublin, Ga., plant for union activities last year, be reinstated in their jobs with all back pay plus six percent interest on lost wages.

In addition, the board's decision was even more strict than the one recommended by its trial examiner in that it required the company to insure that all employees were directly informed of the decision against it. Supplementing the customary direction that findings be posted on bulletin boards in affected plants, the NLRB directed Stevens to read the notice aloud to employees at work and mail it to their homes as well.

Beyond reinstatement of the four workers involved, the board also ruled that Stevens' oral statement promise not to "spy on union meetings or on employees attending them" or "threaten employees with loss of jobs or the closing of the plant" for union activities.

Gratifying though this may be, it is no acknowledgment of any cooperation on the part of J. P. Stevens. To the contrary, the company's answer to the decision was its usual retort: an appeal against the decision has been filed in the courts.

With its continued defiance of justice and human rights—coupled with million-dollar efforts over the years to break the letter of the law, as well as the spirit of the employee—J. P. Stevens has become perhaps the most outstanding spokesman of anti-unionism in the country today.

Last December, the company's unlimited funds—saved for court action against workers rather than fair wages for employees—took it all the way to the Supreme Court to be finally told that 71 workers illegally fired in 1963 were to be reinstated. The hardship suffered by these workers and their families during the years of litigation by Stevens was hardly noticed: the known death of one, and the disappearance of another, were discovered by the press and quickly forgotten.

Decision after decision has piled up against this textile giant, but it continues to throw away in the courts the better part of money—earned by its employees through honest labor—which it would have to pay in wages through honest collective bargaining.

With all of its defiance of federal law regarding the right of employees to organize freely and bargain collectively with their employers, J. P. Stevens continues to enjoy a unique position with the federal government whose laws it so loosely ignores.

Stevens continues to be one of the top 25 corporations in the nation which gets richer on government contracts with each passing year. Despite the hardships forced upon union-minded workers by Stevens, the fat government contracts continue to roll in for management.

Surely the time has come for an executive order banning all participation in government contracts—and their accompanying big profits—to industrial giants like J. P. Stevens who grab the profits while ignoring the law of the land and the rights of its citizens.

## Talking it Over



Gustav Luath, a new SIU pensioner, discusses his seagoing career with Harry Lundeberg School trainee Artie Banes, school official Dave Goldberg and instructor Pat Callahan. Brother Luath was in the steward department and last shipped on the Azalea City.

## House Bids Senate Confer On Fleet Funds Measure

WASHINGTON—The House, which disagrees with the Senate's authorization bill that drastically cuts ship construction and research-development funds for the Maritime Administration, has asked for a conference with the Senate to iron out the divergent views on how much money should be allotted in fiscal 1969 to upgrade the merchant fleet.

Senate-House conferees on the divided opinions concerning maritime funds have not yet convened.

The Senate authorized only \$119.8 million for the building of new ships after pressure was exerted on Congress to cut the federal budget by \$6 billion so that the 10 percent income tax surcharge bill—urgently sought by the Administration—could be passed.

In contrast to the Senate's action the Senate's Commerce Committee had previously approved \$237 million and the full House had authorized \$235 million for new ships.

That is why the House wants the conference so the final appropriation figure can be decided upon.

By only authorizing the \$119.8 million the full Senate fell in line with the Administration which had originally recommended this sum for new vessels as a means of replacing the aging ships of the merchant marine. Later, however, the Administration indicated that in the interest of economy it would only actually spend \$19 million of this figure in fiscal 1969 and carry the remainder over to fiscal 1970.

For this reason both the Senate and House subcommittees on Merchant Marine voted to more than double the amount requested by the Administration in order to provide sufficient funds for new ships in fiscal 1969 to at least make a start on revitalizing the merchant fleet.

For a time it appeared this effort would be successful. But then came the demand from the tax committees of both houses to slash all-budget requests as a condition to giving the Administration its desired income tax increase bill.

The only way the additional funds can be restored to the budget if the Senate-House conferees agree on an adequate figure and it is adopted by the Senate Appropriations Committee.

## Requests by Congressmen, Hall, Stay ICC's Ban on Mixed Barge Cargoes

WASHINGTON—As a result of urgent requests from SIU President Paul Hall and the chairmen of the Senate and House Commerce Committees, the Interstate Commerce Commission has granted barge lines permission to continue mixing exempt and regulated commodities in the same tow of vessels for one year—until July 1, 1969.

The ICC had set July 1, 1968, as the date for compliance to its order banning such a practice but Hall, who also is president of the seven-million-member AFL-CIO Maritime Trades Department, said that if the order was not suspended it "would seriously restrict mixing of cargoes in inland waterway barge operations."

In his telegram to ICC Chairman Paul J. Tierney, Hall said that failure to defer application of the order "would negate technological developments in bulk carriage on inland waters, would restrict the carriers to the uneconomical practices of three decades ago, and would throw this industry into chaos."

"Everyone would lose," Hall told Tierney. "Shippers of bulk commodities would be deprived of substantial savings; inland seamen would be deprived of their livelihood; and the transportation system of our country would be

deprived of the full services of one of its major components."

Hall's telegram supported the requests of Senator Warren G. Magnuson (D-Wash.) and Representative Harley O. Staggers (D-W.Va.) for additional time so they can consider legislation which would legally permit barge companies to continue to carry regulated commodities and dry-bulk exempt commodities in the same tow of vessels.

Magnuson, chairman of the Senate Commerce Committee, and Staggers, chairman of the House Interstate and Foreign Commerce Committee, said in letters to Tierney that the heavy schedule of both Houses of Congress precluded further consideration of the proposed legislation dealing with the mixing rule, known as ICC WC-5.

### Amendments Proposed

Tierney agreed to the extension after receiving the letters from Magnuson and Staggers—strongly backed by Hall's telegram—which said the 12-month stay was needed so that Congress can act on proposed amendments to Section 303 (b) of the Interstate Commerce Act. This section provides that if dry-bulk exempt commodities are carried in the same tow with regulated commodities it would mean the exempt cargoes would also be subjected to regulation—causing severe hardship on the barge lines.

The no-mixing rule was instituted in 1939 to restrain waterway companies from competing with railroads in the transportation of cargoes after the ICC assumed jurisdiction of the towing industry in addition to the railroads.

It has been only in recent years that the ICC has attempted to enforce its order calling for only one type of commodity to be carried in a single tow of vessels as a means of reducing competition against the railroads.

Several barge lines have tested the legality of the order but in each case the ICC's WC-5 rule was upheld—the latest decision being handed down by the United States Supreme Court on March 20, 1967.

### Broad Support

In his letter to Tierney, Senator Magnuson had stated:

"We continue to be impressed by the broad industry, shipper, farm and labor, state industrial development departments and regional department association support for this measure. You are also no doubt aware of the indorsement of this measure by the Department of Transportation, the Department of Agriculture and the Department of Justice. We believe the public interest would be served by an additional stay of 12 months for compliance with the Commission's order . . ."

Staggers, in his letter, reminded Tierney that following the ruling of the U. S. Supreme Court on March 20, 1967, which upheld the ICC on its order prohibiting mixing of cargoes, the Commission agreed to stay compliance until

January 1, 1968, because of the need for additional time to comply with the order.

"During your testimony before the Transportation and Aeronautics Subcommittee of the House Committee on Interstate and Foreign Commerce, you stated that if a further stay were needed to allow time for consideration of the pending legislation, both the Senate and House Committees should so advise the Commission. Both Committees so advised you and you stayed your order until July 1, 1968.

Explaining that the heavy schedule of his Committee and both bodies of Congress made it quite evident that consideration of the pending bills could not be completed before adjournment, Staggers said:

"The Committee today has directed me to request that the Commission extend its stay an additional year, until July 1, 1969, so that a legislative determination of the matter might be reached during the next session."

## President Signs Measure to Free Ship Loan Rates

WASHINGTON—President Johnson has signed into law a bill (S. 3017) which would remove the six percent ceiling for interest rates on shipbuilding loans and mortgages presently insured by the federal Government.

The measure, urged by the Department of Commerce to make more funds available for vessel construction loans and solidly backed by maritime labor and management, was prompted by increasing tight money conditions under which private loans were commanding higher rates than the six percent statutory maximum interest provided for shipbuilding loans and mortgages in the 1936 Merchant Marine Act.

Under the new law, which amends Title XI of the 1936 act, the Secretary of Commerce will have the authority to approve such higher interest rates as he determines to be reasonable, taking into consideration the rates of interest prevailing in the private market for similar loans.

The Maritime Administration said recently that it had pending applications seeking mortgage and loan insurance on 70 ships and 691 barges for a total of more than \$314 million. These applications had been held up because the loan money was not forthcoming at the six percent rate, the agency said.

A companion bill (H.R. 14796) to the Senate measure had been pending in the House but because of the urgency attached to getting the bill signed into law by President Johnson, the House tabled its own version, passed the Senate bill and sent it to the White House.

## United Farm Workers Extend Strike To Southern Calif. Grape Growers

COACHELLA, Calif.—The United Farm Workers Organizing Committee encountered strong worker support and employer opposition as it extended its organizing drive and grape pickers' strike from Delano to Southern California's fertile Coachella Valley.

UFWOC Director Cesar Chavez had been here earlier on organizing mission. His efforts were intensified when the AFL-CIO Executive Council extended the Giumarra grape boycott to all struck grapes, and called on every union member to support UFWOC, the "newest and neediest member" of the family of organized workers.

AFL-CIO Director of Organization William L. Kircher spent 10 days in the Coachella Valley, between the Mojave Desert and the Mexican border, helping Chavez and his farm workers in their struggle to build a union.

"This is a rich and fertile valley," Kircher reported, "with thousands of workers hired to harvest acres of corn, citrus fruits, dates and grapes." Almost all the dates produced in the United States and 10,000 acres of table grapes are grown here by 83 employers, he noted.

For three or four weeks, Kircher reported, UFWOC organizers drove all over the valley, asking the field workers to join the drive for a living wage and better working conditions under the UFWOC banner.

The signing up of workers had been moving with great success, he wrote, and more than 90 percent of the workers had signed up by June 10, when the union asked the employers for recognition.

"Every effort was made to get the growers to talk," Kircher said. "They resisted every offer whether the talks were to be exploratory or otherwise. As a result, a strike was called."

The union began calling the workers out of the vineyards after

a final effort to get negotiations started had failed, and after a mass meeting of the strikers at Indio June 17.

At the meeting, nearly 1,000 workers joined in a vote for the union as their bargaining agent, and less than 20 voted no. Representatives of the Indio community, of the Catholic archdiocese, and an aide to Representative John V. Tunney (D-Calif.) attended as observers. Final poll results, the union later announced, were 1,484 for UFWOC, 32 against.

The growers scoffed at the vote, and the chairman of the Grape Growers League said the strike was a "total failure."

UFWOC said the statement was inaccurate and the strike is continuing successfully. The growers, it said, packed and shipped only about 10 percent of the normal shipment.

In New York, a grape industry spokesman admitted the labor boycott has reduced the sale of table grapes sharply in an area that normally consumes 20 percent of the crop.

### Community Service Award



The SIU recently received an award from St. John the Evangelist Church in Brooklyn in recognition of the Union's community service. Present at ceremony in Seafarers Gym near Brooklyn Headquarters were (left to right): Father Dominic Sclafani, former Heavyweight Champion Jack Dempsey, SIU Headquarters Rep. Ed Mooney, George Ripol, director of SIU Athletic Clubs and Father Fred Strianese.

# House Appropriations Committee Votes Added Canal Study Funds

WASHINGTON—An appropriation of \$4.9 million for fiscal 1969 has been voted by the House Appropriations Committee so the Atlantic-Pacific Inter-oceanic Canal Study Commission can complete its report on the feasibility of constructing a sea-level canal between the Atlantic and Pacific Oceans.

In reporting the measure to the full House, the committee said the appropriation was needed to provide for the expenses of the commission's study, which includes investigations of alternate routes connecting the two oceans as well as detailed studies for conversion of the present Panama Canal to a sea-level canal. A balance of \$1.6 million will be required after fiscal 1969 for completion of the study scheduled for December 1, 1970, the committee added.

The money is contained in a bill dealing with public works for water and power resources development and the Atomic Energy Commission.

### Two Payments

Action by the Appropriations Committee followed the passage of an authorization bill by Congress providing up to \$6.5 million to complete the canal study report. This bill called for the total amount to be expended in fiscal 1969 while the money bill provides for two payments.

The authorization bill had originated in the House Merchant Marine and Fisheries Committee, chaired by Representative Edward A. Garmatz (D-Md.), and included a stipulation that the commission's report, due on December 1, 1969, be submitted a year later. This recommendation is contained in the new money bill.

Garmatz had warned that if the bill was not adopted, all the previous research would be greatly reduced in value.

Robert B. Anderson, chairman of the Canal Study Commission, also appealed for the bill's passage and stressed the need for extending the reporting deadline until December 1, 1970.

The new date was necessary because of delays encountered when

the Atomic Energy Commission was unable to complete two of its experiments until recently.

However, the completed AEC tests indicated the practicability of the use of nuclear means for canal construction, the committee explained.

### Becoming Obsolete

Pointing out that the present Panama Canal will reach the end of its useful life in the foreseeable future, committee members emphasized that it will be necessary for the commerce of our country to have a new canal available at that time. They added that construction of a canal by nuclear energy will reduce the burden of tolls upon our commerce and make the canal financially feasible.

Up to now the study has been concentrated in the Republic of Panama and a very substantial amount of work remains to be done along the proposed route in Colombia. The equipment used to

procure core samples was not moved from the Panama sites to Colombia until last January.

In order to lay out a route, either in Panama or Colombia, the commission's men have been making studies in hitherto unexplored jungles. The information thus obtained, Garmatz stressed, has proven important to public health and meteorology as well as to geology.

The need for a new canal developed back in 1964 when relations became strained between the U. S. and Panama over the control of the present waterway.

The commission was appointed in April 1965, but studies did not begin until Feb. 15, 1966, because of a delay in reaching an agreement with the Republic of Panama. A similar pact with Colombia was not concluded until Oct. 25, 1966. These snags made it necessary to request additional funds and a new deadline.

## Twin Bills Before House, Senate Would Boost MARAD Efficiency

WASHINGTON—Companion bills have been introduced in the House and Senate that would permit the Maritime Administration to obtain services of specialists when needed, and to permit selected MARAD employees to obtain greater experience in the maritime field in order to "improve their knowledge, ability, and qualifications." The purpose of the legislation is to boost MARAD efficiency and thereby benefit the maritime industry.

The bills—H.R. 17738 and S. 3601—were introduced on behalf of the Commerce Department, MARAD's parent agency, by Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, and by Senator Warren Magnuson (D-Wash.), chairman of the Senate Commerce Committee.

The Department of Commerce, in recommending draft legislation on the subject, told Congress that restrictions contained in the last sentence of Section 201(b) of the 1936 Merchant Marine Act made it impossible for MARAD to obtain temporary, part-time, or intermittent services of specialists presently employed in the maritime industry or employed by other firms with whom MARAD may do business.

### Bills Being Studied

The bills have been referred to Garmatz' and Magnuson's committees for consideration.

In sending the draft legislation to Congress, the Commerce Department explained that Section 201(b) of the 1936 Act "provides that it shall be unlawful for any employee of the United States Maritime Commission"—which has since been split into MARAD and the Federal Maritime Commission—"to be in the employ of any other person, firm, or corporation, or to have any pecuniary relationship with any carrier by water, shipbuilder, contractor or

other person with whom the United States Maritime Commission may do business."

This prohibition has been extended to the present, the Commerce Department said, adding that it is "more stringent than the conflict of interest statute which is applicable to officers and employees of the Executive Branch in general . . . and this additional stringency in some cases interferes with the efficient operation of the Maritime Administration."

## The Atlantic Coast



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

It is indeed heartening to note ever-increasing support by our brothers in other AFL-CIO unions in the long-fought campaign to obtain a strong merchant marine program that will once again restore America as No. 1 of the Seas.

Delegates both at the New Jersey AFL-CIO Convention in Atlantic City and at the Ohio State AFL-CIO Convention in Cincinnati recently unanimously adopted resolutions in support of a strong merchant marine program that will provide us with an adequate, balanced fleet and a positive shipbuilding program geared to the principle of maintaining an American-built, American-owned and American-manned merchant marine.

The resolutions, introduced by the SIU noted the recent hearings of the Merchant Marine Committees of both houses of Congress on legislation that would produce a long-overdue, badly-needed new maritime program. They declared that the need for such a program is evident since the country in the past 20 years has slipped from first to sixth place in worldwide shipping, and from first to 16th place in terms of shipbuilding.

### Boston

Henry Martin is ready to grab an offshore job as cook or steward, Hank was chief cook on the *Transerie* the last time out.

Joseph Donovan was bosun on the *Vantage Venture*. He was sorry he had to leave this floating hotel and will take the first good job to hit the boards.

After sailing on the *Cantigny* as AB, Robert "Cannonball" Eaton came in to register for a new ship.

### Puerto Rico

Juan Cruz, who recently held down the steward's job on the *Baltimore*, is the new major domo on the *Bienville*. He's got such fine help aboard with him as chief cook "Freddie" Munoz and Osvaldo Rios, cook and baker.

### Norfolk

Shipping has been very good for all rated personnel.

Jack Long made a trip to Vietnam on the *Ames Victory*. He is looking forward to another run after a little vacation.

F. C. Snow had a long trip in the *Anniston Victory's* steward



Snow



Eaton

department. After a vacation with the family, he caught the same vessel again.

### Baltimore

Richard Harp just returned from Vietnam ammo run aboard the *Fairisle*. A 20-year man, he'd like to make this run again. Dick sails as baker.

Another Seafarer just off the Vietnam run is Carl Gibbs. An AB, Carl sailed on the *Baylor Victory*.

William Tefner came in to register for an FWT's job. He made several recent trips on the *Portmar* and likes the Intercoastal run.

### Philadelphia

Henry McCullough is registered and is looking for a Calmar ship. A 17-year man, he recently sailed in the *Commander's* steward department.

Philip Navitsky was last on the *Merrimac*. A member of the deck department, he'll be ready for another job after a brief rest.

A ship with an opening in the black gang will get a willing hand in 20-year vet Charles Fritz.

## Tells of Key to Memphis Union Victory



Support given by AFL-CIO Maritime Trades Department and its affiliates was one of the keys to victory in long strike of Memphis, Tenn., sanitation workers, according to T. O. Jones (at podium), president of Memphis Local 1733 of State, County & Municipal Employees. With Jones here at recent MTD meeting are (left to right): Jesse Epps, AFSCME international representative; William Lucy, associate director of AFSCME's Department of Legislation and Community Affairs; MTD Executive Sec.-Treas. Peter M. McGavin; and Robert Bollard, director of legislation and community affairs for AFSCME.

## SEAFARERS LOG

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## MTD Stand on Strong Fleet Commended by Pa. AFL-CIO

PITTSBURGH—The Pennsylvania AFL-CIO, at its Ninth Constitutional Convention here last month, commended the AFL-CIO Maritime Trades Department, its affiliates, and the national AFL-CIO for their "unremitting efforts" to revitalize the American merchant marine.

The Convention set forth its view in a resolution, entitled "Revitalized U.S. Shipping," in which it praised continued struggle by the two organizations for a healthier merchant marine and "to provide American ships built in American shipyards and manned under the American flag by American seamen."

The resolution noted the straightforward criticism "of our government's continued failure to breathe new life into the U.S. merchant marine" that was expressed at the recent AFL-CIO and MTD conventions in Florida. This criticism, the resolution said, was shared by top leaders of Congress, Federal government, and industry spokesmen at the convention.

"All zeroed in on the plight of the U.S. commercial fleet and demanded action that will quickly restore America to the position it held as No. 1 on the high seas 20 years ago," it noted.

"As Pennsylvania Congressman John H. Dent told the delegates, our nation has failed to keep the promise made in the Merchant Marine Act of 1936. At that time, he said, 75 percent of all U.S. goods were being shipped in

foreign-flag vessels. Thirty years later, we are shipping 93 percent of our goods in foreign bottoms. "At present, our active fleet numbers only about 900 ships. In another ten years this number will be down to 343 ships that can be used unless we put through the much-demanded but long-postponed shipbuilding program."

### Against Building Abroad

The resolution pointed out that many Congressmen were critical of the discrepancy between the fact that the Government was proposing foreign shipbuilding, while this nation was only constructing 187,000 tons of merchant ships of a world total of 14-million.

It further noted that "foreign workers in foreign shipyards pay no taxes to the United States nor do the proprietors of those shipyards pay any of their profits to Uncle Sam when they build American flagships in foreign yards."

The AFL-CIO and MTD conventions, the resolution said, both "spelled out specific proposals for an updated program in Congress to facilitate an early return to make it possible that U.S. flag vessels soon will capture our rightful share of the nation's import-export trade and carry out in proper fashion our duties as the fourth arm of national defense."

## AFL-CIO Calls for Prompt Passage Of Job Health and Safety Measure

WASHINGTON—American workers will die needlessly if Congress fails to act speedily on the Administration's Occupational Health and Safety bill, the AFL-CIO warned recently.

Legislative Director Andrew J. Biemiller told a Senate Labor subcommittee that the legislation is needed, "not next year but this year."

He noted that AFL-CIO President George Meany had testified for the bill at House hearings in mid-March.

In little more than three months since then, Biemiller said, some 4,180 workers have been killed on the job and 646,000 have been injured.

It is impossible to count the number who may be dying of diseases caused by their work, he noted. Many may be completely unaware that working conditions or the materials or chemicals they handle and breathe are the cause of their ailments.

Biemiller vigorously rejected the "leave it to the states" attitude of major business organizations which are fighting federal safety legislation.

"Unfortunately," he said, "the states have been unable or unwilling to move adequately" in the safety and occupational health areas.

The Administration's bill, he stressed, does not abolish or replace state programs. To the contrary, it provides help and encouragement for states to develop and improve safety programs.

For states meeting federal standards, Biemiller noted, the bill

"provides 90 percent of the program costs for planning, for experimental and demonstration programs, reporting systems, personnel training, administration and enforcement."

Biemiller cited a survey made by the AFL-CIO News which found that most states had only a handful of safety inspectors—often less than a tenth of the number of their fish and game wardens—and many states had no programs at all to deal with occupational diseases.

### Standards Lax

He noted that Subcommittee Chairman Ralph W. Yarborough had been in the group of government officials that visited the site of a construction tragedy in Virginia. Not only didn't Virginia have concrete construction standards that might have prevented such an accident, Biemiller observed, but only 10 of the 50 states had such standards.

"The record is clear," he asserted, "that to continue to leave to the states, lose jurisdiction over the occupational health and safety of 75 million workers would perpetuate an intolerable injustice."

Earlier the subcommittee had heard industry spokesmen attack the legislation and criticize the Administration for pushing for its enactment.

Assistant Secretary of Labor Esther Peterson "got mad," she told newsmen when an official of the American Iron and Steel Institute accused the Labor Department of "yellow journalism" because some of the pictures in a pamphlet showing workers crushed and maimed by industrial accidents were from old files.

Mrs. Peterson said there usually isn't a photographer around at the moment a worker is crushed by a falling load or loses his hand in a saw.

But she sent to the subcommittee a thick stack of newspaper clippings of almost identical accidents in the last three months—some of which could have been captions for the challenged photos.

As for the management spokesman's charge that the Labor Department is trying to "arouse emotional reaction" through "an inflammatory, lurid booklet," Mrs. Peterson had this comment:

"Yes, the Department of Labor is aroused by the tragic accidents. It will be an unfortunate day for the American worker when the Department ceases to be aroused, and to attempt to arouse others, against the needless deaths, pain, suffering and financial costs of preventable on-the-job accidents."

AFL-CIO President George Meany dropped by the Cannery Workers exhibit at the recent Union-Industries show in Philadelphia to chat with Steve Edney, President of the SIUNA-affiliated United Cannery and Industrial Workers (Los Angeles District), and took a look at some of the 70,000-odd cans of tuna being given away to visitors. AFL-CIO Maritime Trades Department Executive Secretary-Treasurer Peter M. McGavin is at right. In photo below, some of half-million people who attended the show crowded around the Cannery Workers display to learn more about activities of the SIUNA-affiliated unions. Edney, below sign, answered questions.

### CANNERY WORKERS S.I.U. AFL-CIO



## Annual Union-Industries Show Has Something for Everybody

PHILADELPHIA — Union-made products — everything from soup to nuts and bolts to buses—were spread out in the exhibition hall of Philadelphia Civic Center for the AFL-CIO annual Union-Industries Show last month.

Nearly 500,000 people came to view the 350 exhibits, including that of SIU West Coast Cannery Workers, and take home souvenirs from the show, sponsored by the Union Label and Service Trades Department since 1938.

Thousands were line up and waiting at the doors of the Civic Centers as Under Secretary of Labor James J. Reynolds prepared to snip the ribbon for the opening of the six-day show June 21.

The show is another evidence of union-industry cooperation, Reynolds told about 800 representatives of government, labor and business who gathered for an opening day luncheon.

"It is a clear indication that they can work together in the free-enterprise system" for the benefit of all, he said.

This was the second engagement of the show in Philadelphia and AFL-CIO Secretary-Treasurer William F. Schnitzler, who also participated in the opening of the city's first Union-Industries show in 1950, recalled that it had set attendance records.

From the beginning in Cincinnati in 1938, the shows have stressed the common interest of labor and management—even in times of adversities, Schnitzler noted.

He said the success of the 1950 exhibition was a turning point of the show—a coming-of-age of the whole idea.

On that theme, Schnitzler paralleled the present situation of problems in America. He called for new ideas to meet these problems, especially in the area of racial prejudice.

"What now must be made clear is the fact that labor and management, alone or together, have an overriding commitment to the national interest in the broadest sense—to the solution of all the needs of American society," he said.

More than \$10 million worth of union-made products were on display.

The exhibit of the SIUNA-affiliated United Cannery and Industrial Workers, Los Angeles District, was a big hit as usual. UCIW President Steve Edney, who presided over the display, noted its success as crowds of visitors stopped by to learn about the union's work and they also received a chance to win a whole case of union-label tuna—all caught, processed, and canned by SIUNA members—awarded each hour in a drawing.

Gifts and prizes valued at \$100,000 were given away to the visitors. They included major appliances, television and radio sets, kitchen ranges, U.S. Savings Bonds, meat products, toys and dolls. A fiberglass motor boat was given away on the final day of the show.



# The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Delta Uruguay, fourth of the five new Delta Line cargo-liners, was launched in Pascagoula, Mississippi, recently. The Delta Mexico will be launched later in the year, completing the new additions to the Delta fleet.

The Delta Brazil recently crewed-up in Mobile and is calling on Gulf ports, prior to beginning her regular South American run. The Delta Argentina has been in operation several months and has made a trip to West Africa.

The New Orleans Chamber of Commerce has condemned four labor-backed bills on workmen's compensation that have passed the State Senate and are now awaiting action in the state House of Representatives. According to the Chamber, the bills are "an unreasonable financial burden on business." These bills are strongly supported by the Louisiana AFL-CIO and it is no surprise that the Chamber of Commerce would oppose improvements in the conditions of the working man. In the face of this opposition, labor will have to fight hard for full passage of these bills.

At the last regular meeting of the Maritime Council of Greater New Orleans and vicinity, the council went on record to unanimously support the State, County and Municipal Workers in their drive to organize in the New Orleans area.

When the House Committee on Labor and Industry met recently to consider House Bill 863, which would authorize public employees and their employers to bargain collectively, labor was dealt a stunning blow by some members of the committee who usually are considered to be friends. They enacted a surprise amendment that would exempt all employees of school boards, colleges and universities from the act. A vote to deny public employees the right to bargain collectively is just as much of a vote against the worker's rights as a vote for a right-to-work law. The Maritime Council of Greater New Orleans and vicinity and the Greater New Orleans AFL-CIO have made known to the New Orleans delegation in Baton Rouge, their strong position on this bill.

### New Orleans

Bernie Guarino will take it easy awhile and get in some fishing.



Marion

Hollings

He just had a good run to India as steward on the Sabine. Next, he'll try a South American run.

Leroy Roberson was hospitalized for a while and thus had to leave a good job on the Kent. Leroy now is FFD and ready to take to the seas again, as soon as a good bosun's job hits the board.

Bill Marion reports he had enough time ashore and is ready to ship, preferably as steward. Bill recently sailed to India on the Salisbury, where he was third cook.

### Mobile

John Koen caught the bosun's job on the Delta Brazil after spending some time on the beach.

Sverre Stokke made some fast trips to South America as AB on the Del Mundo. After spending some time with his family, he took an AB job on the Delta Brazil.

Another Seafarer on the Brazil is Walter Whitten, who helps keep the engine room in good shape. Walter has shipped out of the Gulf area for 20 years.

Alphonse Hollings registered for a steward department job. He has three brothers and three cousins shipping in the SIU from this area.

Still another of our boys on the Brazil is C. B. Ivey, who caught a steward utility job after sailing on the Aidina.

Shipping has been good here with fair prospects for the next period.

### Houston

Shipping has been real good and the outlook is even better for the next two weeks.

Floyd Jenkins is registered and looking for a good pumpman's job. Floyd joined the union in Galveston, Texas, in 1946.

Robert Yeager is hunting for a good bosun's job. Bob is an 11-year veteran who joined the SIU in New York.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

June 13 to June 27, 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	5	4	1	3	0	13	6
New York	72	52	44	34	24	197	144
Philadelphia	12	8	3	3	6	25	22
Baltimore	34	22	15	13	13	53	10
Norfolk	14	8	7	7	8	36	18
Jacksonville	19	17	9	8	12	32	22
Tampa	7	1	3	2	0	11	18
Mobile	26	14	24	7	0	78	20
New Orleans	58	42	33	25	18	140	94
Houston	37	41	37	27	30	120	89
Wilmington	23	19	20	18	12	29	0
San Francisco	30	37	29	30	25	53	2
Seattle	30	21	12	18	16	42	1
Totals	367	286	237	195	164	762	444

### 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	0	4	1	2	2	5	3
New York	35	72	32	53	29	116	110
Philadelphia	5	5	3	6	1	16	16
Baltimore	24	30	18	15	15	44	19
Norfolk	4	8	6	5	8	23	17
Jacksonville	11	11	2	8	7	17	16
Tampa	7	3	2	4	2	4	10
Mobile	25	15	18	9	4	64	19
New Orleans	40	48	22	28	9	92	94
Houston	28	48	22	35	23	77	92
Wilmington	6	10	7	11	12	14	0
San Francisco	32	44	30	36	36	32	2
Seattle	14	8	7	4	20	32	1
Totals	231	306	170	226	168	536	399

### 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	0	1	1	0	0	7	2
New York	61	24	22	23	23	159	60
Philadelphia	6	3	2	4	7	19	16
Baltimore	23	18	11	5	17	45	30
Norfolk	14	12	9	9	19	12	5
Jacksonville	8	9	0	8	6	12	16
Tampa	5	1	3	2	2	7	8
Mobile	22	19	9	8	3	68	36
New Orleans	48	32	37	13	5	53	66
Houston	43	30	26	17	21	95	42
Wilmington	12	13	5	7	5	20	0
San Francisco	25	48	22	50	24	48	20
Seattle	21	5	8	6	11	37	5
Totals	288	215	155	152	143	582	306

## Land-Locked Observer Ends Year in Suez

For more than a year, two American-flag ships—one of them the SIU-contracted Observer—have been "imprisoned" in the almost forgotten Suez Canal along with 13 other vessels as an aftermath of the Arab-Israeli War which broke out on June 5, 1967.

The once bustling waterway was blocked by the Arabs to halt the advance of Israeli forces and has remained closed ever since then, with the possibility it may be several years before it reopens. And there is a feeling in some shipping circles that Suez will remain forever shut.

The 15 vessels, including the Observer, owned by Marine Carriers, Inc., and the American-flag African Glen, were transiting the canal when it was closed at both ends and they become immobilized. The other ships fly the flags of Poland, Norway, Sweden, West Germany, Italy and Great Britain.

The Observer, which is anchored alone in low water at Ismaili, a few miles from the others in Great Bitter Lake, is the worst off of all the ships. First of all, she is far removed from the other vessels and may as well be on the other side of the world. Secondly, it is unable to move because of silt.

"She's certainly land-locked," said an official of Marine Carriers, which owns the vessel. "Silt has moved in all around and she's sitting high and dry."

### Removal Doubtful

He said the company is so discouraged about the possibility of the Observer ever getting out that it has applied for insurance payment on the basis of a "total loss." The application is now pending in Federal Court. Owners of the Norwegian and German ships already have received full payment for their vessels since their insurance policies specified that any restraint of a ship beyond six months automatically constitutes a "total loss."

Being stranded is not the only trouble the Observer has had. The cargo of 27,000 tons of badly-needed wheat it was carrying to India when it became immobilized is still aboard and it is feared it is infested with insects, despite regular fumigation, as well as being "badly decomposed" as the wheat has been sitting for 12 months in sweltering temperatures without any airing.

An insurance settlement has been made for the cargo and its transportation, and although the cargo is owned by the Indian government it has made no effort to dispose of it. A suggestion to have the wheat distributed to Arab refugees was not acted upon.

The Observer is not entirely deserted. Six watchmen are rotated every 60 days by air, water and land to look after her.

There were 35 Seafarers aboard the vessel when it became an indirect victim of the war. Through the combined efforts of the SIU and Marine Carriers, the first group of 25 were flown home a month after the warfare ceased, and the others were repatriated several weeks later.

### Others Shift Position

The ships in the deep water of Great Bitter Lake are able to shift positions regularly, and more frequently if a severe storm threatens, which also provides an opportunity to test their engines.

The prolonged closure of the canal has mainly affected Mediterranean countries and the Soviet Union which had been using it as part of her supply route to Communist North Vietnam.

Since all vessels have been forced to go the long way around the tip of South Africa because of the Suez blockage, the cost of shipping is 10 to 20 percent higher between the Mediterranean countries and Far East nations than it was previously. If the canal were to open tomorrow, it is estimated that world-wide shipping rates would drop 5 to 10 percent.

But the year-long shutdown may prove far more costly to the Suez Canal in the future. Oil shipping companies, which formerly used conventional size tankers for the canal route, now lean heavily toward giant tankers of 150,000 to 330,000 tons to shave the cost of transporting the oil around the Cape of Good Hope. None of these vessels can move through the canal so it is likely that many oil shippers will continue their present operations and forget about use of the Suez should it reopen.

It is expected that dry cargo ships would revert to the shorter trade route when it is again available. This is about the only bright spot in the future but generally it has been a very bad year for the once proud Suez.

## J. P. Stevens Guilty Again In Illegal Firing of Four

WASHINGTON—The National Labor Relations Board has again found J. P. Stevens and Company guilty of illegally firing union supporters, spying on union meetings and threatening workers.

It is the fifth consecutive NLRB ruling against the nation's second largest textile manufacturing chain, which the labor board earlier accused of "flagrantly, cynically and unlawfully" preventing its workers from organizing.

President William Pollock of the Textile Workers Union of America said the latest decision "brings nearer to reality the day when Stevens workers will be able to take part in a truly free representation election."

He said the NLRB ruling also reaffirms the need for an executive order denying firms which consistently defy the National Labor Relations Act the right to receive government contracts.

The NLRB upheld the recommendation of a trial examiner that four workers fired last year from J. P. Stevens plants in Dublin, Ga., on trumped-up charges, be reinstated with back pay plus six percent interest.

It went beyond the examiner's recommendations for the customary posting of a compliance notice to direct that the notice be read to all employees on the job and mailed to their homes as well as be posted on the bulletin board.

The board also directed the firm to provide the TWUA with the names and addresses of workers in the two plants and to give the union access to the plants and to company bulletin boards for a one-year period.

This, the TWUA said, will enable the union "to penetrate the iron curtain" erected by the Stevens firm to keep its plants unorganized.

The three-member NLRB panel was unanimous in its decision, but the J. P. Stevens firm announced that it has filed a court appeal—the same delaying tactic it has used in all the other NLRB rulings.

An early decision directing the rehiring of 71 union supporters finally took effect this year after a federal appellate court upheld the NLRB and the Supreme Court refused to review the case. The union said the latest case brings to 111 the total of Stevens employees found to have been illegally discharged since the TWUA and the AFL-CIO Industrial Union Department began the organizing campaign five years ago.

The notice which the NLRB said must be read to all workers at the Dublin, Ga., plants includes a promise by the company that:

- "We will not discharge any employee because of union activities . . .
- "We will not threaten employees with loss of jobs or the closing or moving of the plant . . . because they attended union meetings or engaged in union activities or chose a union to represent them.
- "We will give back to Robert Brown, Rollin Dewitt Lloyd, Larry Kelley and Larry Greenway (the fired workers) their jobs and seniority, and we will make up the pay they lost and also pay them six percent interest."

## LABOR ROUND-UP

Clarence J. Brown, secretary of the Wichita AFL-CIO, has been elected chairman of the Wichita Area Community Action Programs, a non-profit corporation to press anti-poverty programs in this area. Brown also is chairman of Railway and Airline Clerks Lodge 1125.

Leo Perlis, Director of the AFL-CIO Community Services Activities, has been elected secretary of the National Conference on Social Welfare, the largest organization of professional and social workers in the nation. Wilbur J. Cohen, the Secretary of Health, Education and Welfare, has been elected president. Perlis told 8,000 delegates in San Francisco that "the only answer to extremist minorities is a consensus of the majority committed to reform and reconciliation . . . the question confronting us all is whether we have 'the will to reform our society peacefully—and pay for it by eliminating poverty and by promoting participation.'"

Continued intransigence by the management of the Hearst Herald Examiner in Los Angeles has led to the collapse of negotiations called by federal mediators to end the 185-day walkout. The dispute has idled 2,000 members of 10 AFL-CIO unions and the Teamsters since last December 15,

making this the longest newspaper strike in California's history. The paper has continued publishing with the aid of about 100 imported professional strikebreakers and regular non-union personnel. W. J. Farson, exec. vice-pres. of the Newspaper Guild, said the meeting was designed "apparently to develop some realistic bargaining. This did not materialize."

The Glass Bottle Blowers union has won bargaining rights for workers at the new television-bulb plant of the Owens-Illinois Co. at a recent NLRB election in Pittston, Pa., where the plant is located. GBBA President Lee W. Minton said his organization also represents several hundred employees of a similar Owens-Illinois television operation in Columbus, Ohio.

Morris Pizer, president of the Furniture Workers, has told delegates to the union's 15th constitutional convention that "The real way to abolish poverty is to unionize America." Blasting the Taft-Hartley Act as a "massive stumbling block in the path of progress," Pizer called for an all-out drive to repeal the Act's repressive sections. He noted the importance of providing a program of full employment, and called for an organized drive to give every worker a union wage.

## Trump Cards



With customary disregard for the vital need and right of the unsubsidized fleet operators to share equally in all shipping moved under the auspices of the U.S. Government, the Military Sea Transport Service—with the blessing of the Department of Defense—has announced that it hopes to implement, during fiscal 1969, a shipping program devised by the 14 subsidized berth-line operators and designated "Respond."

Originally conceived about a year ago, the program is only now being strongly urged on the Defense Department and the MSTC by the subsidized operators—perhaps in the hope of averting recently proposed plans by Transportation Secretary Alan S. Boyd that even the few lines now subsidized should no longer be accorded government operating subsidies.

Whatever the reason for Respond's sudden renewed priority status with companies who have understandably been referred to as the "fat cats" of the nation's maritime industry, the pattern of greed on the one hand, and unreasoning government discrimination against unsubsidized operators on the other, remains obvious.

This pattern—the "double subsidy" as it has properly been called by unsubsidized operators and the American Maritime Association—is all the more offensive because of the manner in which it is hoarded by its beneficiaries and condoned by government agencies.

The basic premise of the Respond idea calls for the government to guarantee a certain amount of cargo in peacetime to U.S.-flag shipowners in return for their pledge that their vessels will be available to the government in periods of national emergency. On the surface, this sounds fine—except for the fact that the unsubsidized lines would be forced to compete on equal footing with the

subsidized companies, who are already receiving some 40 percent of their operating expenses from the government, and carry this advantage into any competitive bidding for government cargo against unsubsidized operators who have been left to foot their own bills any way they could.

Under the proposed plan, the double subsidy system would continue to thrive. The subsidized lines would not only receive operating subsidies—designed to put them on a par with lower-cost foreign shippers—but would be free to compete for U.S. cargoes with unsubsidized companies. This would further serve to freeze the unsubsidized segment of the fleet out of its fair share of government-generated cargo.

As noted by the SIU in recent hearings on a new congressionally-sponsored maritime program to upgrade the entire U.S. commercial fleet, unsubsidized operators receive no such parity adjustment to compete with foreign-flag ships—only limited, cargo rate adjustments which leave no margin of profit for new ship construction.

In the case of the subsidized lines, they receive the same cargo rate adjustment as well as separate operating differential subsidies.

Unlike the unsubsidized lines who must go out and dig for enough cargoes to survive, the subsidized lines enjoy the security of nearly half their operating funds received from the government as well as government aid cargoes.

The big difference, of course, is that double subsidy. The cake and the icing, too—with only crumbs left over for the unsubsidized segment of the fleet which has always "responded" and which carried between 35 and 40 percent of all government tonnage to Vietnam, according to latest figures released for 1966-67.

# The U.S. Drops Its Defense



**I**N WORLD WAR II, America's crash shipbuilding program helped us crush the Axis. In the Korean War, America's merchant marine enabled United Nations forces to push hundreds of thousands of invading Red Chinese back across the 38th Parallel.

Today, an aged U.S. merchant marine struggles to deliver the goods to Vietnam, while our back-up reserve fleet vessels approach the age of complete obsolescence.

Despite the Defense Department's double-talk about the effectiveness of the U.S. National Defense Reserve Fleet, it is generally recognized that decrepit ships are sent to the reserve fleet "boneyards" to die. And though the nation's maritime strength has unfortunately become dependent on that reserve fleet for vital support, the truth is that this fleet in a few short years will provide no back up power at all.

Until recently, there were eight reserve fleet boneyards around the U.S.: Wilmington, North Carolina; Jones Point, New York; Norfolk, Virginia; Mobile, Alabama; Beaumont, Texas; Suisun Bay, California; Olympia, Washington and Astoria, Oregon.

The Wilmington boneyard recently closed, and

now there are seven. The Astoria yard is now being phased out, and soon there will be six. In the next few years, the acting administrator of the Maritime Administration, James W. Gulick, recently told the Senate Commerce Committee, MARAD will "have to decide whether to retain in existence six (reserve) fleets or reduce the number of fleets to, say, three, . . . or even go below that. . . . (We have not yet made a decision because we) do not have enough ships in the fleet to take care of one or two sites. Our answer will be dependent largely upon plans for a reserve fleet, need for a reserve fleet, and numbers of ships."

Today, the Vietnam War requires a continuous chain of men and supplies. Ninety-eight percent of those supplies and 66 percent of our military personnel are sent to Vietnam on ships. Because the reserve fleet has proven to be inadequate, the Defense Department's Military Sea Transportation Service has had to pull merchant vessels off their commercial routes and charter them for Vietnam service. Such moves not only disrupt the vessels' normal commerce, but also allow foreign-flag ships to pick-up their cargoes.

Once this happens, the American-flag ship returning from Vietnam service has little chance of regaining its former cargoes from the foreign shipper.

Reserve vessels are available for trade-out for commercial operation in addition to their "standing by" for military use. However, most of them are obsolete. Even with the "help" of traded-out reserve ships, our active merchant fleet which carried 68.4 percent of America's sea-borne commerce in 1945 handles less than seven percent of that trade today.

As a direct result of governmental neglect of the U.S. maritime industry, our defense potential is impaired and trade revenues, which help allay our balance of payments deficit, are lost.

## The Fleet Shrivels

In World War II, the United States went on a crash shipbuilding program and sent 2,000 Libertys down the slipways. That was the last of the adequate shipbuilding plans embarked upon by this country. Many of these Libertys were given to other nations under the Lend-Lease program, or have been sold for scrap as they aged beyond their useful life. Today there are only 187 Libertys left in the U.S. reserve fleet. All attempts to preserve them ended this month. Available only for "extreme emergency," they are due to be totally useless and therefore disposed of by 1971, according to MARAD.

There are other ships, besides Libertys, in the boneyards. Gulick reported to the Senate Commerce Committee in February that those vessels totaled 1,128 as of December 31, 1967. But the vital factors of quality and rate of replacement reveal the true nature of the situation. At an April 10th Commerce Committee hearing, Gulick admitted that "the reserve fleet is already just about down to the bottom of the barrel."

According to Gulick, in less than three years the entire supply of dry cargo ships in the reserve fleet will consist of a hard core of 37 obsolete Victory ships. These, according to MARAD plans, will have been disposed of by 1975.

"The backbone of the reserve fleet over the next ten years," the acting administrator observed, "is going to be about 130 Victory ships to be selected from those now operating in service under General Agency Agreements to Southeast Asia. Of course, the availability of these ships will depend upon their proper maintenance and their lay-up preservation."

Those ships will have been in operation almost



Ninety-eight percent of U.S. supplies such as these being loaded on a U.S. Army barge from a U.S.-flag ship in the Saigon River, and 66 percent of military personnel, are sent to Vietnam on ships which the Military Sea Transportation Service must pull off commercial routes or reactivate at great cost. The only solution is revitalization of the merchant fleet so it can continue to serve the nation's commercial and defense interests.





The photo above is a graphic indication of the sad state today of the United States Merchant Marine. In order to support the war effort in Vietnam, the nation must depend on Reserve fleet ships, including these over-aged obsolete vessels tied up in a "boneyard." In the event of another national crisis, there would be an insufficient number of modern, fast merchant ships to back up our national defense needs.

twice their recognized age limit. They will be over 30 years old.

When asked specifically at the committee hearings whether any of the 170 vessels broken out for Vietnam duty would be put back in the reserve fleet, Gulick replied that "of the 148 now allocated for operation to Southeast Asia, approximately 18 will be in such bad shape they will not be good economic projects to go back into the fleet. This will leave the 130 I mentioned. . . . Even some of these may not be worthwhile, depending upon how long they are used in Southeast Asia service."

But, Gulick continued: "We said, 'Suppose we need 100 additional ships, where would they come from and how much would it cost?' . . . I will say that (the cost figures) . . . were completely exorbitant; that in order to break out some of these ships we are talking about in the dry cargo type . . . the cost could well be in excess of \$800,000 per ship. And of the 100 available, a great majority of this 100 would have to be taken out of the Liberty ship class which means small cargo capability, which means slow speed, and which means pretty horrible quarters for the crew and that sort of thing."

In summary, let's see just what the reserve fleet, on which so much depends, is composed of:

- The fleet has been rapidly declining, from 1,782 ships as of March 1, 1964—only four years ago—to a mere 552 ships as of March 1, 1968, representing a drop of 1,230 vessels.

- Most ships now in reserve average 25 years of age. This is five years beyond their age of productive use.

- For the next 10 years, the reserve fleet will consist basically of the surviving Victory ships, numbered at the optimum at 130, returning from the Vietnam War. This force of ships is small, obsolete, decrepit, and inefficient.

- The estimate of 130 Victories is based on an assumption that the war will either soon end or will require no step-up of fleet strength. The slightest shift in the world power struggle could also affect that assumption.

- At present, if 100 reserve ships were to be called into action, it would take an estimated \$800,-

000-plus per ship and a minimum of three months to activate them.

- The reserve fleet is dangerously inadequate. This fact has caused active merchant ships to be pulled from their normal routes and pressed into Vietnam service. And that has resulted in loss of commercial routes for American-flag ships and consequently lower dollar income for the nation's economy.

#### The Downward Trend

Because the reserve fleet consists of rapidly aging vessels the state of the active merchant marine must be considered to see if it can meet today's requirements without a reserve fleet.

Today, the United States merchant marine, through bureaucracy and neglect, has been pushed to new lows.

Eighty percent of America's merchant fleet is over-age, having shrunk from several thousand down to only 971 vessels as of March, 1968. There is no government program to bring that fleet back up to par and make the U.S. a first-rate maritime nation instead of seventh as it is today.

The lack of a realistic maritime program is holding the U.S. merchant fleet to a mere 6.4 percent of total world tonnage and this figure is gradually getting smaller. In fact, the U.S. is already 100 vessels behind in its 1958 program to replace the block obsolescence of the merchant fleet, and is falling far short of most other nations' fast-moving ship-building programs. For example, in mid-1967 the U.S. had only 48 vessels under construction, as contrasted to Japan's 583.

The U.S. did hit some highs, but not of the type to be proud of. It held the world lead for the number of vessels scrapped in 1967, accounting for one-fifth of the world total, and it lost a total of 422 ships to foreign-flag registry.

Accordingly, the U.S. maritime fleet has become so debilitated that it carries only seven percent of American sea-borne commerce, allowing foreign-flag ships to take the remaining 93 percent of that trade, and has left the nation dependent on foreign-flag ship-

ping for the import of 66 materials designated as strategic to the American industrial complex.

In addition, the Soviet Union has been allowed to take a two-to-one lead over the United States in the amount of cargo carried in 1965. The Soviet fleet carried 3.3 million more tons of cargo than the U.S. did.

As a result of the continued decline in the U.S. fleet, the nation is now confronted with these serious national problems:

- The U.S. balance of payments deficit now is in the area of \$4-billion. The merchant marine could entirely wipe out that deficit if the fleet were expanded to carry just 34 percent of the nation's sea-borne trade. As things stand now, the mere seven percent of that trade carried on U.S.-flag ships brought as much as \$1-billion into the economy last year.

- The Vietnam War is being supplied mainly by American merchant ships, which carry 98 percent of the military supplies and 66 percent of our troops. Yet most of these ships are old, inefficient, and unreliable. But it is receiving little help from the Government to fulfill its task.

- While the U.S.S.R. is diligently following plans to build its merchant fleet to 15 million tons by 1971 at the rate of one million tons per year, the U.S. has no concrete plans to build—let alone retain—a viable merchant fleet. The Soviets are already outstripping the United States in merchant ship construction by 12 to one. As a recent Library of Congress report points out, the "turbulent waters of international politics" are being stirred by the growing Soviet fleet, as Russian leaders "have begun to rely more openly on the use of the merchant fleet as an instrument of national power."

- With 422 American-owned runaway ships registered under foreign flags, the Defense Department insists that each of these vessels is under "effective control" of the U.S. and can be pressed into service when needed without any difficulty.

As aptly illustrated by the French withdrawal from the North Atlantic Treaty Organization, the allegiances and inclinations of foreign powers cannot always be relied upon. Thus American construction, ownership, manning, and registry of a merchant fleet is an absolute essential to meet our defense needs.

- The economy is in a squeeze. Congress has approved a 10 percent tax surcharge and is now at work to effect a \$6-billion budget cut. Funds for the merchant marine, under Secretary of Transportation Alan S. Boyd's latest recommendations to Congress, would be slashed drastically. This is in direct contradiction of the fact that a beefed up merchant marine could be a strong impetus to pumping life into a sagging economy.

It is obvious that the active merchant fleet is in no shape to take on any extra demands and is having a hard time meeting its present commitments because of Government laxity. It is also clear that the reserve fleet cannot be relied upon to adequately bolster our maritime strength, and will soon be for all intents and purposes nonexistent—because of Government laxity.

World events have consistently shown that a strong and versatile maritime fleet is indispensable. As illustrated by the Soviet fleet's growth and versatility, an efficient maritime can be a potent political instrument as well as an economic one. Simply "showing the flag" is a small gesture with big results in international prestige.

An efficient merchant fleet is vital to a nation's defense. A military conflict cannot be fought or won without a viable fleet to carry the men and the goods.

An efficient merchant marine, as Russia, West Germany, Japan, and other major maritime nations realize, can have a profound and positive effect on the national economy.

In view of all this, it is incredible that the Administration and the Transportation Department seem so intent on strangling the U.S. merchant fleet. Their proposals are both negative and wasteful. They not only encourage foreign building, registry, and crewing of American-flag ships to be put under so-called "effective control," but they call for restrictions on U.S. shipbuilding funds for the sake of the economy. If the \$800,000 required to activate each reserve ship, was spent toward building new ships, a modern, active merchant fleet could be nearer to realization and provide a tremendous boost to the economy as well.

It is sheer folly to ignore these issues, and to continue our current maritime policy. For the sake of the nation, the U.S. fleet must not be allowed to sink further in the mire of bureaucracy and neglect.

## Progress Report of Clean Meat Act Shows 40 Unhealthy Plants Closed

WASHINGTON—The AFL-CIO-backed Clean Meat Act, signed into law last December to correct unhealthy conditions in intrastate meat processing and meat packing plants, has forced 40 to 50 plants throughout the country to shut down. Four of these plants were ordered closed, without delay, under an emergency section of the new law requiring shutdown of operations if a plant is found to be endangering the public health.

The Agriculture Department, which administers the law, said in a recent report that most of the plants closed voluntarily, after they were given the choice of cleaning up or shutting down, because they claimed that it would have been too expensive to spruce up operations so as to meet Federal standards. Most of the plants were described as small slaughtering and processing operations.

### First Review

The report, detailing progress of the states toward meeting Federal meat standards is the Agriculture Department's first comprehensive review of the situation since the law was passed.

The law brings under Federal jurisdiction the 15,000 intrastate meat plants which combine to produce 15 percent of all slaughtered meat and 25 percent of all processed meat in the country, and comprise 15 percent of the nation's entire meat supply.

The Clean Meat Act authorizes matching Federal grants to states to enable them to set up inspection systems for intrastate plants at least equal to Federal standards. The states are allowed two years to upgrade their systems to meet Federal standards for meat inspection, and are granted a third year if the Secretary of Agriculture determines that a state is making progress but needs more time. If the states fail to act, then the Federal Government is authorized to move in and impose Federal inspections.

Most states, rejecting the prospect of Federal inspection, have begun to revise their laws and regulations in order to gain Federal approval.

"No state has yet been certified

as in full compliance" with the new meat act, according to Rodney E. Leonard, administrator of the Agriculture Department's Consumer and Marketing Division, which is reviewing state programs. However, he added, 15 states have signed cooperative agreements under which Federal funds will be provided to states to help their inspection systems meet Federal standards. Six more agreements are pending.

The new law also provides that imported meats must meet Federal criteria, thus affecting meat imports from some 1,700 foreign meat establishments. Of this number, the Agriculture Department has withdrawn approval from 28 foreign processors. American inspectors have reviewed 337 foreign operations and approved 129. They are now reviewing Mexican and Yugoslav meat imports to the U.S.

Of over 200 intrastate plants that were previously designated

by the Agriculture Department as potentially dangerous to the public health, Federal and state officials found 139 with satisfactory operations. Thirty-three others were declared satisfactory with minor adjustments in sanitation by state officials.

### Twenty Actions Pending

Twenty plants were designated as endangering the public health and subject to action if the deficiencies were not eliminated.

Since the act's passage, 581 meat plants have applied for Federal inspection, but of these, 185 were turned down or withdrew their applications—some with the intention of renewing applications at a later date. Federal inspection was granted to 117 of the 581.

Of the more than 1,000 processors known as "boners" and "cutters" applying for Federal inspection, 516 were granted but 304 applications were rejected or withdrawn.

## I.W. Abel Elected As New Head Of AFL-CIO Industrial Union Dept.

WASHINGTON—The Industrial Union Department will continue as a "vital and progressive force" within the AFL-CIO, I. W. Abel, the newly-elected president of the department declared.

Abel, president of the Steelworkers, was elected by the IUD Executive Board at a special meeting here last month to fill the post left vacant by Auto Workers President Walter P. Reuther. The UAW's decision to withhold its per capita payments to the AFL-CIO led to its suspension by the federation's Executive Council and the consequent ineligibility of Reuther to hold the IUD post.

The Steelworkers' president told a news conference that he regretted "the recent development that has led to this change in lead-

ership. . . . We will miss those who have severed a long and rewarding relationship and we would have preferred that the relationship could have continued."

Noting that the IUD has a dues-paying membership of more than five million involving 59 international unions, Abel stressed that the department will be a "strong and viable arm" of the federation.

### 'Reappraisal' Planned

He commented, however, that "there will be a period of reappraisal of IUD priorities because of the changed financial condition." The UAW is no longer eligible for membership in the IUD.

Accompanied at the news conference by Jacob Clayman, administrative director and Nicholas Zonarich, organizing director, Abel announced that the board had voted to continue them in their present posts. The post of executive director, held by Jack Conway, who had announced his resignation earlier, was not filled pending a further examination of the department's needs and future functions, Abel said.

He told reporters that AFL-CIO President George Meany had addressed the board meeting and reviewed the events leading up to the change in leadership. Meany praised the activities of the IUD, Abel said, voiced his regret at the latest turn of events, and expressed the hope that all segments of the labor movement will be eventually united.

The IUD's overall situation will be reviewed by a special committee, the new president said, and will make necessary adjustments in programs and priorities. He did not foresee the need for outside assistance.

## President Johnson Supports Registration of All Firearms

WASHINGTON—A labor-backed drive for a strong gun control law picked up new momentum as President Johnson asked Congress to require registration of all firearms and licensing of gun owners.

These are "common sense safeguards which any civilized nation must apply for the safety of its people," the President said.

Johnson asked once again that Congress pass "without delay" his earlier proposal for a ban on interstate sales of rifles and ammunition—as well as handguns.

### Further Steps Needed

But further steps are needed, the President stressed, to keep deadly weapons out of the hands of criminals, dope addicts, alcoholics and the mentally ill.

Johnson called for "a national registration of all firearms, both those already in private hands and those acquired in the future." Through a computer system, he said, the owner of a gun anywhere in the United States could be identified in a matter of seconds.

He also demanded federal licensing of all gun owners in those states which do not enact licensing laws meeting federal minimum standards.

The President anticipated the outcry against his registration and licensing proposal which came immediately from the National

Rifle Association, the right-wing Liberty Lobby and other foes of gun laws.

He noted that automobiles, boats—even dogs and bicycles in many communities—are commonly registered. Licenses are needed to drive, fish and hunt.

"Certainly no less should be required for the possession of lethal weapons that have caused so much horror and heartbreak in this country," Johnson urged.

### A Poor Record

He said "the only heritage that is harmed is the record of violent death and destruction that shames our history."

A Senate Judiciary subcommittee, which had already approved a ban on mail order sale of firearms, heard testimony supporting the registration and licensing proposal at a quickly-called hearings.

Witnesses supporting the proposal included Attorney General Ramsey Clark and John Glenn, the former astronaut and friend of the Kennedy family, who is heading the new Emergency Committee for Gun Control. The AFL-CIO is one of the founding organizations of the committee.

## The Pacific Coast

by Frank Drozak, West Coast Representative



An all-out battle for a seat in the U.S. Senate is shaping up between Republican Max Rafferty and Democrat Alan Cranston. Rafferty defeated incumbent Thomas Kuchel in the primary, while Cranston earned the nod from Democratic voters.

Rafferty, an ultra-conservative and State Superintendent of Schools, gave the right-wing, anti-labor forces in this state a big boost. Cranston, former State Controller, has a longtime record for liberalism and has always been a friend of labor.

Cranston was elected Controller in 1958 and 1962, then lost out in the Ronald Reagan sweep in 1966.

I will be northern California COPE coordinator for the Cranston campaign. Plans are being laid to insure the election of other COPE-endorsed candidates as well as Cranston. All won in the San Francisco primary. Representative Philip Burton was renominated in the fifth Congressional district and Assemblyman Willie L. Brown, Jr., was victorious in the 18th district; John L. Burton in the 20th district and John F. Foran in the 23rd.

### San Francisco

Shipping is brisk here with AB, firemen and oilers in great demand.

Tony Beck, chief electrician, came in to register after paying-off the *Seatraine Maine* in Wilmington. Tony visited Far East ports.

We have paid-off the *Fairlane*, *Wacosta*, *Long Beach*, *Achilles*, *Elizabethport*, *Steel Flyer*, *Raphael Semmes*, *Pecos* and *Steel Designer*.

### Wilmington

Ruel Barr just left the *Steel King* where he was chief cook.

After a vacation, he'll be ready for another cook's job.

Mike O'Hannesian was AB on the *Transoneida*. Mike paid-off



Barr

O'Donnell

and is taking a vacation prior to looking for a new AB's slot.

Paying-off were the *Transoneida*, *Seatraine Maine*, *Amerigo* and *Montpelier Victory*. We had three sign-ons and six vessels are in transit.

### Seattle

Shipping is excellent and our outlook is bright. We paid-off four ships and signed-on three. Seven vessels are in transit. Charles Foster is registered for a steward's job after spending his vacation soaking up some Florida sun.

A nice rest is in order for Demetrious Calogeros, who recently left the *San Francisco*, where he was bosun.

Charles O'Donnell shipped as oiler on the *Choctaw*, Charles had a nice vacation and is glad to be shipping again.

## Court Curbs Railroads' Rate Cuts To Gain Edge on Barge-Truck Lines

WASHINGTON—The United States Supreme Court, in a precedent-setting decision, has ruled in an 8-to-1 opinion that railroads cannot cut rates in certain instances in order to gain an advantage in competition with barge and truck rates.

The decision upholds a ruling by the Interstate Commerce Commission that railroads must base their rates on the fully distributed costs of such services rather than on "long-term, out-of-pocket" costs. The railroads fought the ruling and a lower court agreed by throwing out the ICC's finding. Now the U.S. high court has ordered that the ruling be confirmed.

The current case began in 1963 when the railroads lowered their rate for carrying ingot molds from Pennsylvania to Kentucky from \$11.86 a ton to \$5.11, the same rate which had been charged by the barge-truck combination since 1960.

The railroads said they were able to cut the rate because they were using the "long term out-of-

pocket cost" for the service, estimated at \$4.69 a ton rather than their more inclusive "fully distributed cost" of \$7.59 a ton, which obviously would be applied in areas where barges were not operating.

However, the Supreme Court noted that "it seems self-evident that a carrier's 'inherent advantage' of being the low cost mode on a fully-distributed cost basis is impaired when a competitor sets a rate that forces the carrier to lower its own rate below its fully distributed costs in order to retain the traffic.

"In addition, when a rate war would be likely to eventually result, the commission has traditionally, and properly, taken the position that such a rate struggle should be prevented from commencing in the first place."

## The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



In recognition of the "grave injustice . . . caused by the exclusion of Great Lakes seamen from proper coverage for unemployment compensation" under Ohio state laws, the recent Ohio AFL-CIO convention in Cincinnati passed a resolution introduced by the SIU Great Lakes District, that "the Ohio AFL-CIO and its affiliates exert all possible efforts to demonstrate support for the re-introduction and passage of legislation in the upcoming 1969 Ohio General Assembly so that this type of discrimination can be ended permanently."

"No other state excludes seamen from unemployment benefits during the winter months," the Resolution said. "Under present Ohio law, seamen are eligible to apply for unemployment compensation only during the 40 weeks following the fourth Sunday in March. Other maritime workers and all other Ohio workers are not restricted in any manner."

"This legislative discrimination against merchant seamen who are employed by Ohio steamship companies represents large savings to the shipowners without consideration of any kind for the needs of the seamen. Seamen who cannot find jobs during the winter months have no other means of earning a livelihood for themselves and their families."

"We believe this situation is unfair and a disservice to Ohio seamen," the Resolution noted: "We further believe that it is against the goal of the Ohio AFL-CIO and National AFL-CIO, which seeks uniform standards of eligibility, benefits and coverage among the various states so that the protection of unemployment compensation shall be meaningful in all 50 states, no matter where a worker lives or is employed."

The SIU-Great Lakes District met with the Great Lakes Association of Marine Operators (GLAMO) and presented proposals for a new contract. The union submitted 35 separate proposals with the major items a substantial wage increase, improved working conditions and increases in the vacation and pension plans.

At our next meeting, the union will be presented with counter-proposals.

The SIU Algonac service center officially opened on June 12, and in the ten days that followed, more than 40 contracted vessels were serviced in the St. Clair river by SIU port agents and patrolmen. They reported most of the vessels were in good shape and had only a few minor beefs.

### Cleveland

Shipping is slow but steady and rated men are able to ship any time they want to. The sand boat Niagara is working out of Saginaw. The only sand boat taking care of all ports along Lake Erie is the Lakewood—a far cry from the time when there were ten sand boats working Lake Erie alone.

Richard Helkus is around the hall after sailing to Vietnam a few times. Carl Larson just finished another college term and is ready to ship out.

### Duluth

The grain shipments so far are down 20 percent from last year, but we hope they will pick up soon. As a result of the decrease, men have been laid-off at the grain elevator in this port.

Shipping is very good for AB's, firemen and oilers and we have filled many jobs with the rated men on hand.

Leonard Johnson, fireman on the R. E. Webster, is back in town after taking a medical examination. He fractured a rib, but says he feels pretty good now.

### Toledo

Most of the ships in this area are in good shape with only a few minor beefs. Members are urged to attend membership meetings when in port.

### Buffalo

Due to the small amount of grain shipments into this port, shipping has slowed considerably. However, book men still have no problem shipping.

The union has contacted the Pennsylvania State Employment Service in Harrisburg and Erie, requesting hearings to be held in Erie regarding unemployment compensation problems for employees of Erie Sand and Gravel. These hearings will begin in a few weeks and we ask that all notices sent to employees of the company, be forwarded to us as soon as they are received.

### Chicago

Shipping here has been exceptionally good and we have been able to supply all of the vessels calling in for jobs with the ratings they asked for. Vacation time for those steady shippers is now due and already some of them are "putting in their orders" for relief.

Perry Spilde, who sailed on the tanker Detroit, is back in town and expects to go back on the Detroit for the remainder of the season. As usual, when he is finished up here he will head for the West Coast and ship deep sea for the winter.

In servicing the Milwaukee Clipper in Milwaukee this week, I had the opportunity to talk to some of the old timers on her. If anybody would care to look for some real old lakes book numbers then this is the ship to find them.

### Alpena

Shipping here has been relatively slow compared to other years. We have the E. M. Ford, Huron Portland Cement Co., laid up at Huron Cement west dock for approximately a week. This temporary lay up gave the crew aboard, who didn't have their annual physicals, a chance to get them.

### Frankfort

We are sorry to report that three local members have passed away. George S. Smith who worked as relief cook and porter with the carferries, died on June 17 at his home in Mio, Michigan.

Leslie G. Pluff, collapsed on watch aboard the Joseph S. Young and was dead on arrival at Port Huron Hospital.

Jay Wilkins, an Arnold Transit Company employee, also passed away since our last report.

# Rep. Ford Urges Tax Reserve Funds For All American-Flag Shipowners

WASHINGTON—House Minority Leader Gerald R. Ford of Michigan has advocated a tax incentive for all American shipowners to "make it possible for them to put private capital aside for new ship construction."

The GOP leader told a seminar sponsored by the nearly seven-million member AFL-CIO Maritime Trades Department that extension of tax-deferred construction reserve privileges to all members of the U.S.-flag fleet would be a "highly beneficial step."

At present, only 14 subsidized companies now have the opportunity to put earnings aside in these tax-deferred funds for building new ships.

Ford said he understood the Administration is "dead set against" extending the same benefit to all ship operators but told the more than 100 maritime labor, management and government officials attending the seminar that he found "considerable merit" in a move to "assure independent operators a fair share of new ships to be constructed" with government aid. At present, only the 14 subsidized operators are given consideration by the Maritime Administration in the construction of new ships.

The House minority leader declared that if evidence can be presented that subsidized operators receive a "double subsidy"—in terms of direct operating and construction subsidies, and indirect subsidies for the carriage of government-generated cargo—"then that situation should be remedied." Ford said that any "double subsidy" would amount to "discrimination and unfair advantage."

### Answers Needed

He also indicated that "a case can be made" for granting long-term government charters to independent operators, who are wholly dependent on the carriage of foreign aid and military cargoes for their livelihood, so that they can plan the orderly replacement of their aging ships. Ford conceded, however, that there are "questions that must be answered" before the long-term charter provision could be written into law.

The four points enunciated by Ford marked the first significant reaction by the Republicans to

legislation now pending before the House Merchant Marine and Fisheries Committee to upgrade the sagging maritime industry. They are among key legislative recommendations supported by major segments of maritime management and organized labor.

Ford was critical of the pending legislation which, he said, was "simply a cobbling together" of a number of different bills "tossed at the Committee in a bundle without any consultation with the minority."

"I do not feel that the problem of deterioration in our merchant marine will be solved through narrow partisanship. All must work together to lift the merchant marine out of the depths," he added.

In a sharp attack on the Administration's maritime posture, the Michigan Republican said the ship replacement program had been "badly undercut" in recent years by "indecision, red tape and policies that would reduce American jobs and cripple American industry."

### 'Woefully Deficient'

Joining in criticism of the Administration was Senator William B. Spong, Jr. (D-Va.), who said its level of funding requested for the merchant marine "has been woefully deficient, and has demonstrated a lack of understanding as to the importance of the merchant marine to our economy and defense."

Because of this "apathy," Spong said, an "inadequate priority has been attached to the overhauling of our fleet." The Virginia Democrat added:

"We either must expand our shipbuilding program to offset deficiencies of previous years, or we must accept the fact that we are destined to become a second-rate sea power. With the United States standing virtually alone as the leader of the free world, I cannot imagine the American people accepting such a fate."

Albert S. Horwath, vice president of the 41,000-member Navy League of the United States, told

the MTD seminar that the merchant marine's role in carrying 98 percent of the supplies going to Vietnam, demonstrates its importance in time of war. He called this a "clear warning that we neglect our merchant marine at our peril."

The Navy League official said that, to assure this military sea-life capability, the nation needs an "adequate" peacetime fleet. He emphasized that this capacity "has to be in American-flag ships," adding that "no other ships can be relied upon to be available for our use."

Also participating in the seminar affair was Thomas E. Stakem, former chairman of the Federal Maritime Commission and Vice President of the Propeller Club of the United States.

At another meeting of the MTD, Representative Charles S. Joelson (D-N.J.) endorsed amendments to pending maritime legislation which he said, would "encourage new private investment in shipbuilding without committing one dime of government money."

Joelson said three steps could be taken immediately, even in the face of the "economy kick in Congress," that could quadruple the amount of private capital flowing into merchant shipbuilding. These would be:

- An end to "the double subsidy that is involved when subsidized operators also are given government cargo."

- The granting of long-term charters to independent operators for the carriage of foreign aid and military cargoes, to help these operators "make long-range plans for new ships construction, entirely with private capital."

- Giving all ship operators the same tax-deferred construction reserve privileges "now enjoyed by only 14 subsidized companies" to assure the setting aside of private capital for shipbuilding.

## Sea-Land to Up European Trips From Baltimore

BALTIMORE—The SIU-contracted Sea-Land Services, Inc., is going to increase its container service from the Port of Baltimore and has added two more ports to its European-United Kingdom container service, it has been announced by the company.

The additional European ports to be scheduled are Felixstowe in England and Le Havre in France.

Calls to Baltimore will increase in frequency to six or seven sailings a month, said the Maryland Port Authority.

Sea-Land's containerships, after loading at Elizabeth, N. J., will sail directly from Baltimore to Rotterdam in eight days.

Five newly-converted ships to be used in this service are the Baltimore, Charleston, Portland, Newark and Boston.

### A Good Reason to Smile



John Devine is all smiles as he accepts his first pension check from SIU Welfare Director Al Bernstein. Jack is a 25-year Union vet, who sailed in the engine department. His last vessel was the Hastings. Brother Devine is a native of New York City.

# FINAL DEPARTURES

# Winter Pursuits of Lakes Seafarers Range from Farming to Radio Show

During the winter months, Great Lakes Seafarers have various interesting ways of spending their time until the annual season starts. A few however, have completely different off-season occupations like Joe Yukes and Paul Gosda. Brother Yukes turns to farming while Gosda goes in for radio announcing.

Yukes has always liked farming and gardening, he explained to the LOG. He used to have a little garden in the back yard of his home that provided relaxation between trips. He grew a variety of vegetables and soon found himself harvesting far more than he and his wife needed or could use. He began selling the surplus at local markets, and then decided that expanded farming would be a good way to stay active during the off-season.

Brother Yukes farms four acres in Warrenview, Illinois, 35 miles west of Chicago. The farm is located one mile from Weston, the site of a soon-to-be-built atom smasher. "Any fallout might help me grow some champion tomatoes," Brother Yukes laughed. He also grows cucumbers, beets, beans and corn, and carries his produce to the nearby market by truck.

### Recalls First Job

The 67-year-old Yukes has been plying the Lakes since 1916, starting his sailing career on wooden vessels. He recalls his first job was "deckhand on the R. W. England. It was in the old Becker Steamship fleet and I caught the job in Manitowac, Wisconsin." Yukes has sailed on every type of Lakes ship—carriers, freighters and tankers—and is a veteran of 20 years on passenger ships. His last ship was the tanker Detroit.

He recalls a few close calls in his career.

"It was my good fortune to be saved from drowning in September of 1929," he said. "I got a sandsucker in Detroit, the S/S Clifton. A sandsucker, incidentally, is used for sucking up sand and unloading it aboard a vessel.

"The vessel was struck by a heavy storm that hit Lake Michigan and all other crew members went down. I was saved by the bell." A few years before, in 1924 and also in September, he was a crewmember on the Superior City. Shortly after he got off,

the vessel collided with the Willis King, off White Fish Bay on Lake Superior. A total of 25 crewmen went down with the ship, Yukes recalls.

In 1947, he was sailing on the Milwaukee Clipper, a carferry-passenger ship from Muskegon to Milwaukee. The vessel was lashed by a heavy storm that resulted in heavy damage to the freight cars from three or four feet of water in the hold.

Radio listeners in Holland, Ohio—in the Toledo area—can hear Paul Gosda on WPOS, an FM station.

"This is the only station that really cares for the problems of the seamen," Brother Gosda explained. The SIU is trying to get Lakes seamen qualified for unemployment benefits in the off-season and Gosda has helped make people in the state aware of the problems Seafarers face.

### Discusses Problems

His show is on from midnight to six a.m. each morning and Brother Gosda devotes a portion of it to the Lakes. "I talk about the discrimination practiced against the men, especially during

the winter months. I try to discuss their problems. I find that people in the transportation industry, such as truck drivers and automobile workers like the show. Working people seem to enjoy it, but the people who can really help solve our problems don't really respond."

In addition to discussing the present day situation, he also reads from the work of Dana Thomas Bowen, a well-known historian of Great Lakes sailing. Brother Gosda said the part of the program dealing with the seamen usually starts about 4 a.m. The show also has news and music.

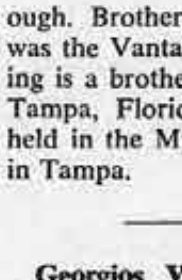
Gosda attended a broadcasting school in 1963 and first worked on station KNOF in St. Paul, Minn. Other jobs later were in Flint, Mich., and Kenton, Ohio. "The job does not pay much, unless you can catch on with the bigger stations, but I enjoy it very much," he said. Gosda is not certain just yet about the path his future broadcasting career might take. A member of the SIU since 1957, Gosda joined in Buffalo and sails as a wheelsman on the Sidney E. Smith. The vessel is in the Erie Motor Company fleet.

Francis Kesler, 54: Brother Kesler died on May 3, at St. Mary's Hospital, Long Beach, Calif. He was a member of the engine department and sailed as FOWT. His last ship was the Achilles. A native of New York City, he lived in Watertown, New York. Brother Kesler previously sailed in the Great Lakes. He joined the Union in the Port of New York. Brother Kesler served in the Army from 1942 to 1945. Surviving is a sister, Mrs. Florence Lanham. Burial was in Cape Benson Cemetery, Watertown.

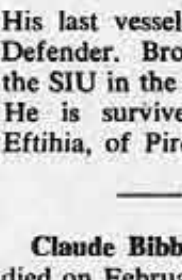


His last ship was the Transnorthern. A native of St. Lucia, British West Indies. Brother Patrice made his home in Bridgewater, Mass. Surviving is his wife, Mrs. Alberta Patrice. The burial was held in Forest Hills Cemetery, Boston.

Pedro Rivero, 57: Brother Rivero died on February 20, in Hillsborough County, Florida. He sailed in the steward department and joined the Union in the Port of New York. A native of Florida, he resided in Hillsborough. Brother Rivero's last ship was the Vantage Venture. Surviving is a brother, Gines Rivero, of Tampa, Florida. The burial was held in the Myrtle Hill Cemetery in Tampa.



Georgios Veziris, 48: Cancer claimed the life of Brother Veziris in Athens, Greece, on April 6. Brother Veziris was born in Ky-mi, Greece, and made his home in Brooklyn. A member of the deck department, he sailed as AB. His last vessel was the National Defender. Brother Veziris joined the SIU in the Port of New York. He is survived by his widow, Eftihia, of Pireaus, Greece.



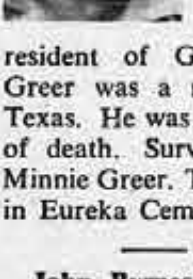
Claude Bibb, 38: Brother Bibb died on February 27, after a long illness. He was born in Norfolk and made his home in that city. He joined the Union in Norfolk and was a member of the steward department. Brother Bibb served in the Marine Corps prior to joining the Union. He last sailed on the Wilmar and is survived by his wife, Mrs. Ruth Louise Bibb.



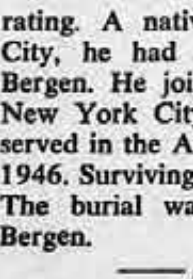
Clifford Owens, 58: Brother Owens, a member of the IBU, died on June 3, in the USPHS Hospital, Galveston, Texas. He joined the Union in Houston and was employed by the G and H Towing Co. Born in Belton, Texas, he resided in La Porte, Texas. Brother Owens sailed as chief engineer. Surviving is his wife, Frances. The burial was held in Grandview Memorial Cemetery, La Porte.



Luther Greer, 72: Pneumonia claimed the life of Brother Greer on May 24, in St. Mary's Hospital, Galveston, Texas. A member of the UIW, he was employed by the Galveston Wharves. He joined the Union in Houston. A resident of Galveston, Brother Greer was a native of Eureka, Texas. He was retired at the time of death. Surviving is his wife, Minnie Greer. The burial was held in Eureka Cemetery, Eureka.



John Byrnes, 48: A coronary attack claimed the life of Brother Byrnes on May 27, in North Bergen, N. J. He was a member of the RMR and was employed by the New York Central Railroad. Brother Byrnes held a deckhand's rating. A native of New York City, he had resided in North Bergen. He joined the Union in New York City. Brother Byrnes served in the Army from 1942 to 1946. Surviving is his wife, Mary. The burial was held in North Bergen.



James Patrice, 79: A heart condition claimed the life of Seafarer Patrice on May 29, at the University Hospital in Boston. A member of the Union since 1938, he was on an SIU pension at the time of his death. He sailed as chief cook and steward and joined the Union in Boston.



# Six More Veteran Seafarers Join Growing Pension Ranks

Six more Seafarers have been added to the growing list of those men collecting an SIU pension. The latest additions to the roster of retired Seafarers include: Pedro Moreno, Ancil Cunningham, Arthur Fricks, George Burns, Frank Tyre and Joseph Bertolino.

Pedro Moreno sailed as a cook and joined the Union in Houston.



Moreno Cunningham

He was born in Texas and makes his home in Galveston with his wife, Elisa. Brother Moreno's last ship was the Del Valle.

Ancil Cunningham joined the Union in Houston and sailed as electrician, pumpman, machinist and reefer engineer. A native of Middleport, Ohio, he lives in New



Fricks Burns

Orleans. His last ship was the Del Sud.

Arthur Fricks sailed as AB and

bosun and joined the Union in Savannah, Ga. Brother Fricks last vessel was the Los Angeles. A native of Carnesville, Georgia, he lives in Savannah with his wife, Helen. He served in the Army and Coast Guard.

A native of Marshalltown, Iowa, George Burns sailed in the steward department. He joined the Union in 1938 in the port of Tampa, Florida. Brother Burns lives in Mango, Florida. His last vessel was the Yaka.

Frank Tyre joined the Union



Tyre Bertolino

in Philadelphia. Born in Delaware, he lives in Philadelphia with his wife, Marion. He sailed as first class rigger. Brother Tyre was employed by the P. F. Martin Co.

Born in Galveston, Texas, Joseph Bertolino still makes his home in that City. He joined the Union in Houston and sailed as deckhand. Brother Bertolino was last employed by the G and H Towing Co. He saw service in the Army during World War II.

## Cape San Diego In Vietnam



When the Cape San Diego (Penn Shipping Co.) arrived in Saigon, recently, SIU Far East Representative Frank Boyne (center) was on hand to greet her. At left is ship's delegate and chief electrician Vincent Tarallo. Armed guard is watching for Viet Cong.

**Poor Mail Service Rapped by Wife**

To The Editor:

There must be many women that have heard from their husbands the complaint of not getting their mail. Some companies send the mail out from their office to the foreign ports. At the moment, I'm concerned with this method.

I sent several letters, two tapes, and a pocket book edition, thinking all the while how happy my husband would be when he received all this. He did get the letters, but none of the other things arrived. Now, since the company was responsible for all the mail getting to the ship in port, and since both tapes were mailed before the last letter he received, it gives good cause for wonder.

The first excuse I expect to hear is that packages are mailed differently. If this is the case, how? By ship? To make any merchant seaman's ship at a foreign port while he is there, it would have to be air mail, right? All mail to him would have to be forwarded to him that way, right? So, evidently the tapes supposedly went via air mail. The letters got there by that route, why weren't the tapes on the same plane?

The second excuse would most probably be that they were lost. I feel that if the letters were on the same plane they should have been lost too. Could have been stolen, might be the third excuse. Since these things were in a mail sack on a plane which is delivered to the agent's office and then to the

**LETTERS To The Editor**

ship, does anyone want to accuse the pilot, the agent on the other side?

I cannot imagine anyone who has ever been far away from home and his loved ones doing such a thing. I also plead with other wives not to let it go by or treat it as a trivial matter. You all know it is not trivial and if you at least write a letter to the company expressing your feelings, they may just get the message we are trying to deliver.

Sincerely,  
Mrs. Arnold Valente,  
Fort Lauderdale, Fla.

**SIU's Consideration Praised By Widow**

To The Editor:

I would like to take this time to thank the Seafarer's International Union, it's Board of Directors, officer's in New Orleans and New York, and all persons who aided my husband, Eugene Auer and myself, during his long illness.

I would especially like to thank the Seafarer's Welfare-Department, which has always been so prompt and helpful in taking care of all expenses.

Mr. Auer and I had planned to write a letter before he passed away, May 27, 1968, but he became too ill. Now, I must write to thank everyone for making it possible for Gene

to have received the most wonderful hospital and doctor's care that New Orleans had to offer, and only through the Seafarer's Welfare Fund was this made possible. One never knows how much this means until it is needed.

The increase in the pension was also appreciated, as it made our living conditions better. Words fail me as I try to express gratitude for the care Gene was able to have throughout his illness. I can only assure you it shall never be forgotten by me.

I would also like to thank Gene's Brother Seafarers who came as pallbearers and honorary pallbearers and also for the beautiful floral arrangement the Union sent. My heartfelt thanks to all.

Gene loved the sea. I feel after all his suffering and illness, he is now on the sea of peace and eternal happiness.

Sincerely,  
Mrs. Eugene Auer,  
New Orleans, La.

**Sympathy Extended To Fellow Seafarer**

To The Editor:

Brother Angelo Ali received a telegram from his family in Bayonne, N. J., that his brother had died in that city.

The crew of the Yellowstone wishes to express its sincere sympathy. A flower wreath has been sent in the name of all of the shipmates of Mr. Ali. Every one sympathizes with the entire family in their sorrow.

Sincerely,  
E. Grajales  
Ship's Delegate  
Yellowstone

**Senator Kennedy Mourned at Sea**

To The Editor:

A short note to the Seafarers Log and all its readers, letting you know of the fine gesture on the part of Captain Bari in relationship to the untimely death of Senator Robert F. Kennedy.

We on the Barre Victory received this news of new violence while crossing the International Dateline. Captain requested all available hands off watch to assemble on the fantail at 0800, June 6, 1968, International Dateline time.

Here are his words: "We are assembled here this morning to pay our respects to Senator Robert F. Kennedy who lost his life at the hands of an assassin." While the flag was lowered at half mast by bosun Danny Ticer, all hands were asked to bow their heads in a minute of silence.

Then Captain Bari concluded by saying that "Robert F. Kennedy lived and died for democracy. May he rest in peace." The flag remained at half-mast throughout the day.

Sincerely,  
Luke A. Ciamboli  
Ship's Delegate  
Barre Victory

**Seafarers Encounter Floating Mine During 'Routine' Vietnam Voyage**

(The following story, submitted to the LOG by Seafarer Ray Guild from the Cuba Victory after a recent Vietnam trip, reflects the special touch of humor with which all Seafarers accept danger—and possible disaster—in the everyday pursuit of their chosen careers.)

When the Cuba Victory sailed from Sunny Point, N. C., on April 8, with a full load of ammunition, no one had any reason to believe the trip would be anything but routine. The ship is Government owned, MSTS controlled with Alcoa keeping score.

It may be recalled that MSTS pioneered the breakthrough resulting in a steady decline of mail delivery to merchant ships. There has been no parallel to this achievement since the birth of the first "dead letter" office. They are also noted for their ability to change orders often. Possibly because of tight security measures, their decisions (if any) are discreet. With this calm assurance, the ship proceeded to Vietnam, the Pacific passage being without incident.

**Harmony Prevailed**

The crew numbered Seafarers from Savannah, Jacksonville, Baltimore, Norfolk and a slightly used Yankee from New York. Complete harmony prevailed in all departments, with the chief mate generously sharing the bosun's job with the bosun. We discharged a token amount of cargo at Vung Tau, then continued to Cat Lai, a few miles up the river North of Saigon.

Upon our arrival there, while explosions could be seen on all points of the horizon, the imminent danger of war seemed remote because of a young lady who ran the liberty launch. Her seamanship became obvious when she let go her lines, goosed the engine and kicked the wheel into a general heading for Saigon. She then became hostess and barmaid, opening cans of beer with a "church key" which she proudly wore on a lanyard around her neck. Upon inquiry, she coyly insisted that VC meant "very clean."

**Sudden Explosion**

On the morning of May 25, at about 1 a.m., we were awakened by an explosion that could have put us all in another world. A mine had drifted down the river

with the current and had gone off on our port quarter. The ship, a barge of ammo, and a tug boat alongside shared the force of the blast.

The true miracle of the whole ordeal was that no ammunition exploded. The barge buckled, killing seven longshoremen and badly injuring a GI on the tug. Within minutes, helicopters were circling the ship, giving us cover from any further attack, and the barge was pulled away from the ship to minimize the danger of delayed explosion.

Ralph Rumley (12-4 oiler) and James Cochran (FWT and ship's delegate) were on watch in the engine room when the blast oc-



Rumley Cochran

cured. Brother Cochran gives the following account of the action there:

"Ralph and I were at the sand box at the time. The explosion knocked Ralph off his feet. A flying coffee cup caught me in the side and I fell on top of Ralph. The blast caused a complete power failure and, in total darkness, we waited for the next blast which would mean the end of everything.

"Of course we were relieved when it didn't come. Much credit is due all the engineers and the chief. They came immediately to the engine room to give assistance wherever it was needed. The First Assistant restored our power and we then checked the hull for possible leaks. None were found but, the damage in the engine room was varied and complete.

"I knew we wouldn't be going anywhere under our own power for a long time. Floor plates had

been thrown in all directions, all the main bearing heads and bases were cracked except for the forward one. One had blown completely off. Ralph continued the watch while I went to see the Captain, who ordered a muster of all hands. The Chief Mate gave me some pain pills. No one else was injured.

"Big Red" Blackwell (night cook and baker and steward delegate), when asked about his reaction and damage in the galley, stated:

"It was quite a sensation trying to grab a life jacket, find seaman's papers and that one pant-leg in the dark. I went out on deck to investigate. I saw a tug boat sinking and a body lying on a barge. No one was doing anything so I went below again. The galley was a mess. Eggs were on the overhead—pots on deck—the plates had blown off the range—the electric grill had come loose from its brackets and so had the galley blower. The ship's delegate requested a muster of the steward department to be given to the Captain. No one was injured and all men were accounted for."

**Cricket 'Glee Club'**

We returned to Vung Tau by tugboat where we discharged the remainder of our cargo. During the river transit, the ship was thoroughly invaded by crickets. They promptly dug in for what proved to be a two-week siege of hopping, singing and chirping. One group homesteaded a winch bed forward of the mid-ship house and formed a Glee Club which serenaded us all night—every night.

They chirped out a few of the old favorites such as: "Cast Out The Life Line," "Pull For The Shore," and an occasional smattering of "Our Day Will Come." Still, this was a welcome contrast to our previous lullabye of intermittent mortar fire. When we got a deep sea tug and started for Yokohama under tow, traffic on the bridge became congested with mates dashing around—fully armed with sextants and binoculars—shooting sunstars and, possibly, passing aircraft—apparently to make sure the tug boat hadn't switched oceans on us during the night. While this frenzy of navigation may have had some therapeutic value, it appeared about as functional as shooting a dead horse.

The crew is to be commended for refusal to panic. When loading at Sunny Point, army personnel assured us that should any ship with ammo blow up, the blast would level everything within a forty-mile radius. So, unlike a disaster at sea, involving general cargo, any effort to get away from the ship would have served no purpose.

The ultimate fate of the Cuba Victory, now a veteran of three wars, is unknown but with all due respect to a ship that refused to blow up, no one on board will be disappointed if the trip terminates in drydock. For the time being, we are "finished with engines."

**Packing for the Trip Home**



While Cape Junction is docked in Yokohama, Seafarers pack crates to be sent home. Left to right: Terry Zellers, chief electrician, Louie Cayton, steward; AB Joe Saxon, deck delegate and two local stevedore helpers. The ship will pay-off in August, after spending a year shuttling between ports in the Far East.

SEATRAN NEW YORK (Seatrains Lines), May 19—Chairman, A. Veles; Secretary, J. A. Rodriguez. Joe Billotto was elected new ship's delegate. No beefs reported. No overtime disputed. A motion was presented that everyone should have necessary papers ready for patrolman at payoffs.

JOHN B. WATERMAN (Waterman), May 18—Chairman, C. Slanina; Secretary, F. Sullivan. No beefs reported by department delegate. The Steward was hospitalized in Bremerhaven.

BAYLOR VICTORY (Victory Carriers), June 2—Chairman, J. Gorman; Secretary, A. Turo. Ship's delegate reports no beefs or disrupted overtime reported. Everything running smoothly. Payoff at Gulf or East Coast. Discussion was held on keeping ship clean.

COLUMBIA TRADER (Columbia Steamship), May 24—Chairman, J. Foster; Secretary, J. Kachur. Ship's delegate reports on the dispensing of ship's fund by buying movie projector and series of films for each voyage. No major issues or disrupted overtime reported. Brother Buckley elected as new ship's delegate.

TRANSHUDSON (Hudson Waterways), June 5—Chairman, Billy Brewer; Secretary, Roy Tillery. Deck's delegate reports a few hours disrupted overtime. No major issues reported.

STEEL ROVER (Isthmian Lines), June 1—Chairman, P. S. Holt; Secretary, T. Brooks. New ship's delegate elected, Brother E. Reed. \$33.08 reported in ship's treasury. No beefs or disrupted overtime reported. A vote of thanks to Steward Department for job well done.

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1939, 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.

### DIGEST of SIU SHIP MEETINGS

DEL NORTE (Delta Steamship), May 26—Chairman, William Ekins; Secretary, Bill Kaiser. Ship's delegate reports that he saw Port Patrolman in New Orleans about the few things that were brought up during the last voyage. \$31.00 currently in ship's fund. No beefs or disrupted overtime. Brother Ekins elected again for this trip as ship's delegate.

PENN CARRIER (Penn Shipping), June 9—Chairman, Judson Lamb; Secretary, Leroy Mazzolini. Ship's delegate reports one man missed ship in Antigua. One man hospitalized in Philadelphia. There will be no draw in Dearborn. No beefs or disrupted overtime reported.

OVERSEAS DINNY (Maritime Overseas), June 2—Chairman, H. Hamby; Secretary, C. Hendricks. No major issues or disrupted overtime reported by ship's delegate. Two men missed ship.

DE PAUV VICTORY (S. Atlantic Carrib), June 5—Chairman, J. Morris; Secretary, J. C. O'Steen. Ship's delegate reports no beefs or overtime disputed. John Morris was elected new ship's delegate. Brother Morris gave talk to new men on smooth co-operation and each man working along with others in order to have a successful SIU voyage.

DEL ORO (Delta Steamship), May 20—Chairman, Joseph Cave; Secretary, Thomas Liles, Jr. Ship's delegate reports \$20.00 in Ship's Fund. No beefs or disrupted overtime reported.

DEL SOL (Delta Lines), June 14—Chairman, R. E. Stough, Jr.; Secretary, Robert Callahan. Ship's delegate reports balance in ship's fund \$13.82. Balance in safety award money fund \$20.00. Steward Department reports no disputed overtime. Lodging and meals to be taken up with Patrolman when no return launch is available. A vote of thanks to the Steward Department for a job well done.

BIENVILLE (Sealand), June 14—Chairman, P. Erzo; Secretary, Juan Cruz. No ship's delegate, but everything is in order. \$12.00 reported in ship's fund. No major issues or overtime disputed. A rule was made to have every member present at the meetings regardless of overtime. A vote of thanks to the Steward Department for a job well done; also a vote of appreciation to the whole crew for good behavior and performance while on board ship.

LYNN VICTORY (Victory Carriers Inc.), May 26—Chairman, W. Sibley; Secretary, J. Graves, Jr. All reported repairs have been made, reports ship's delegate. No beefs. No disputed overtime. Walter H. Sibley elected by acclamation to serve as ship's delegate.

DEL SANTOS (Delta Steamship), May 26—Chairman, C. Hancock; Secretary, A. R. Booth. Ship's delegate reports no beefs or disrupted overtime. Ship has received a new washing machine. New ship's delegate Roland Herbert elected by acclamation. It was discussed and agreed that all hands should be aboard one hour before sailing as requested by master.

## UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

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

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

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

Boren Clay Products Co.  
(United Brick and Clay Workers)  
"HIS" brand men's clothes  
Kaynee Boysewear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves, Richman

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)

Glumarra Grapes  
(United Farm Workers)

Peavy Paper Mill Products  
(United Papermakers and  
Paperworkers Union)

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

## Schedule of Membership Meetings

SIU-AGLIWD Meetings  
New Orleans Aug. 13—2:30 p.m.  
Mobile . . . . . Aug. 14—2:30 p.m.  
Wilmington Aug. 19—2:00 p.m.  
San Francisco

Aug. 21—2:00 p.m.  
Seattle . . . . . Aug. 23—2:00 p.m.  
New York . . . . . Aug. 5—2:30 p.m.  
Philadelphia Aug. 6—2:30 p.m.  
Baltimore . . . . . Aug. 7—2:30 p.m.  
Detroit . . . . . Aug. 9—2:30 p.m.  
Houston . . . . . Aug. 12—2:30 p.m.

United Industrial Workers  
New Orleans Aug. 13—7:00 p.m.  
Mobile . . . . . Aug. 14—7:00 p.m.  
New York . . . . . Aug. 5—7:00 p.m.  
Philadelphia Aug. 6—7:00 p.m.  
Baltimore . . . . . Aug. 7—7:00 p.m.  
Houston . . . . . Aug. 12—7:00 p.m.

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

Great Lakes Tug and  
Dredge Region  
Chicago . . . . . Aug. 13—7:30 p.m.  
†Sault St. Marie  
Aug. 15—7:30 p.m.  
Buffalo . . . . . Aug. 14—7:30 p.m.  
Duluth . . . . . Aug. 16—7:30 p.m.  
Cleveland . . . . . Aug. 16—7:30 p.m.  
Toledo . . . . . Aug. 16—7:30 p.m.  
Detroit . . . . . Aug. 12—7:30 p.m.  
Milwaukee . . . . . Aug. 12—7:30 p.m.

SIU Inland Boatmen's Union  
New Orleans Aug. 13—5:00 p.m.  
Mobile . . . . . Aug. 14—5:00 p.m.  
Philadelphia Aug. 6—5:00 p.m.  
Baltimore (licensed and un-  
licensed) Aug. 7—5:00 p.m.  
Norfolk . . . . . Aug. 8—5:00 p.m.  
Houston . . . . . Aug. 12—5:00 p.m.

Railway Marine Region  
Philadelphia  
Aug. 13—10 a.m. & 8 p.m.  
Baltimore  
Aug. 14—10 a.m. & 8 p.m.  
\*Norfolk  
Aug. 15—10 a.m. & 8 p.m.  
Jersey City  
Aug. 12—10 a.m. & 8 p.m.

† Meeting held at Labor Temple, Sault  
St. Marie, Mich.  
\* Meeting held at Labor Temple, New-  
port News.  
† Meeting held at Galveston wharves.

## DIRECTORY of UNION HALLS

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& Inland Waters  
Inland Boatmen's Union  
United Industrial Workers

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MOBILE, Ala. . . . . 1 South Lawrence St.  
(205) HE 2-1754  
NEW ORLEANS, La. . . . . 630 Jackson Ave.  
(504) 529-7546  
NORFOLK, Va. . . . . 118 3rd St.  
(703) 622-1892  
PHILADELPHIA, Pa. . . . . 2604 S. 4th St.  
(215) DE 6-3818  
PORT ARTHUR, Tex. . . . . 1340 Seventh St.  
SAN FRANCISCO, Calif. . . . . 350 Fremont St.  
(415) DO 2-4401  
SANTURCE, P.R. . . . . 1313 Fernandez Juncos  
Stop 20  
724-2848  
SEATTLE, Wash. . . . . 2505 First Avenue  
(206) MA 3-4334  
ST. LOUIS, Mo. . . . . 805 Del Mar  
(314) CE 1-1434  
TAMPA, Fla. . . . . 312 Harrison St.  
(813) 229-2788  
WILMINGTON, Calif. . . . . 505 N. Marine Ave.  
(213) 824-2528  
YOKOHAMA, Japan . . . . . Isaya Bldg., Room 801  
1-2 Keigan-Dori-Nakasu  
201-9771 Ext. 281

# From the Ships at Sea

Ship's reporter Alfred Hirsch writes from the Burbank Victory (A.L. Burbank) that ship's delegate Juan Rios claims this crew is the finest he has ever sailed with. Engine department Seafarers report in turn, that Brother Rios has gone out of his way to help new men in the department. The vessel "spent eight days in Colon, Panama, before the trip was seven days old and everyone was



Rios

broke when we left," Brother Hirsch wrote. The ship will go to Subic Bay, then on to Vietnam. "A vote of thanks was extended to the steward and his staff," Hirsch reported. "The only complaint is that not enough ice is supplied by the machine, but Paul Wilkinson, Ed Leasgang, and Antonio Da Costa of the deck department make up for this by providing the crew with excellent coffee. "The competition as to who can make the best coffee is terrific and Father Neptune will send them all their diplomas for their efforts," Hirsch said. In addition to the outstanding crew, the Captain "has the respect of all Seafarers for his understanding and stability."

There is "no time to be lonesome," he added.

Mike Curry was elected ship's delegate on the Iberville (Waterman), replacing A. H. Reasko. Brother Reasko, who was meeting secretary, reports that the ship's treasury contains \$4.25. "The ship has one of the best SIU crews aboard," Reasko writes. All members work together and all the crew are real seamen. The steward department has done an excellent job, he states. All hands have been asked to donate 25 cents to the ship's fund, according to Meeting Chairman J. Cisiecki.



Curry

Burial services were held aboard the Steel Artisan (Isthmian) for a fellow Seafarer who passed away recently aboard another Isthmian vessel, Ed Delaney, AB and ship's delegate, reported. Brother William Shaw died of a heart condition in



Delaney

Breach Candy Hospital, Bombay, India. Shaw also was an AB. Brother Delaney wrote that "His next of kin requested a burial at sea and our ship was the first Isthmian ship available for this purpose. The casket was brought aboard and burial services were held on the afternoon of May 19." The casket was lowered into the water in Latitude 13-20 North, Longitude 74-20 East, Delaney writes.



Quantz

Meeting Secretary Fred Shaia reports from the Steel Vendor (Isthmian) that the vessel has a load of pineapple for Philadelphia, Norfolk, Baltimore and Newark. The ship will probably pay-off in the latter port. Meeting Chairman and ship's delegate John Morrison was taken off the ship in Honolulu, due to illness, Brother Shaia reports. On the agenda is the purchase of a new washing machine. The ship's treasury totals \$28.60. L. Quantz, AB and deck delegate, reported that there is some disputed lodging in Inchon, Korea. The deck crew had to spend some time there, while the shore gang was working at night, he writes.

"If you ever saw a happier man than this bosun, I'll eat my hat." The hat would belong to Mike Reges, while the happy man is Dolph Holm, bosun on the Beaver Victory (National Shipping Authority). Brother Holm had just received



Reges

a radiogram from Mrs. Holm that their son Gary was the winner of an SIU scholarship. Brother Reges reported that "things are going very smoothly, with steward Patrick White providing excellent feeding." Chief cook B. Toth and baker Gilbert Ebon have turned out excellent food and pastries. There is "all the overtime to be had" with everyone busy painting, chipping, etc. Crewmen are getting good mail service in Cam Ranh Bay, said Reges, with three LOG envelopes in four days.

## SIU ARRIVALS

Rhys Kilhong Fernandez, born May 15, 1968, to Seafarer and Mrs. Juan U. Fernandez, Seattle, Washington.

Raymond B. Foster, born March 2, 1968, to Seafarer and Mrs. Raymond B. Foster, New Castle, Delaware.

Krysanne Price, born January 17, 1968, to Seafarer and Mrs. Gale C. Price, Jr., Chicago, Illinois.

Holly Lynn Merkle, born March 30, 1968, to Seafarer and Mrs. Richard Merkle, Paulsboro, New Jersey.

Cassandra Guthrie, born May 13, 1968, to Seafarer and Mrs. Gary Guthrie, Pinellas Park, Florida.

Michael Travis Bell, born April 18, 1968, to Seafarer and Mrs. Robert Bell, Pensacola, Florida.

Bobbie Jean Tierney, born March 5, 1968, to Seafarer and Mrs. Richard Tierney, New Orleans, Louisiana.

Dolores Catherine Elliott, born March 29, 1968, to Seafarer and Mrs. John Elliott, Brooklyn, New York.

Connie Williams, born February 18, 1968, to Seafarer and Mrs. Curtis Williams, Uriah, Alabama.

Sallie Lofton, born March 28, 1968, to Seafarer and Mrs. Roy Lofton, Mobile, Alabama.

Tomas Rueda, born April 26, 1968, to Seafarer and Mrs. Juan Rueda, Yanco, Puerto Rico.

Robert Taylor, born March 29, 1968, to Seafarer and Mrs. Robert Taylor, Mathews, Virginia.

Brenda Jane Smith, born April 22, 1968, to Seafarer and Mrs. John Smith, Elk Mills, Maryland.

Dean Alan Chapman, born April 6, 1968, to Seafarer and Mrs. Mack Chapman, Jr., Monticello, Arkansas.

Tina Marie Mason, born May 1, 1968, to Seafarer and Mrs. James O. Mason, Vineland, New Jersey.

Herbert Scypes, Jr., born May 31, 1968, to Seafarer and Mrs. Herbert Scypes, Mobile, Alabama.

Jennifer Kira Lang, born May 14, 1968, to Seafarer and Mrs. Lang, Frostproof, Florida.

## PERSONALS

### Steve Juhasz

Please contact Horace F. Brown, Esq. at 21st Floor, Sterling Building, 608 Fanin Street, Houston, Texas, in regard to an important matter.

### Leo Paradise and Chester L. Anderson

The Secretary-Treasurer's office at the New York hall is holding checks for the above-named former crew members of the Eldorado.

### Irving Nelson

Please contact R. H. Duggan, 11917 West Cathedral Avenue, Wauwatosa, Wisconsin, 53226, or phone 1-414-258-8393, in regard to an important family matter.

# Portland Signs On



The SIU-contracted Portland (Sea-Land), converted to a modern container-ship from the World War II C-4 troopship, General E. Aultman, recently crewed up and sailed on the first voyage of her new career from Portland, Oregon, down the coast and through the Panama Canal on her way to Elizabeth, N. J.



After chow, Morgan Jones and Fred Miller, both ABs, talk over the changes made in the ship's appearance.



Third Cook George Bryant and Chief Cook Harry Dean are happy with new layout of the Portland's large galley.



Bosun Dennis Manning and Joe Schoell enjoy luxury of air-conditioning while they await serving of main meal.



Refreshed after a hearty meal, Brother Schoell stands first gangway watch as ship begins long voyage.



Oiler Earl Houghan finds the service offered by Crew Messman Jacob Arshon is as fine as any around.

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## Burbank Victory Pays Off

The Burbank Victory (A. L. Burbank) recently returned to the Port of New York after a long trip to Vietnam, among other ports. The pay-off was in Erie Basin, Brooklyn. It was a good trip, the Seafarers aboard the vessel reported, but they were glad to be back in the States again. Some minor beefs were brought to the attention of the patrolmen who greeted the ship but, in general, most of the crew thought it was pretty smooth sailing.



SIU patrolman Mike Sacco (seated) returns papers to bosun Eugene A. Stanton. Looking on is AB George Brown. Seafarers reported a good trip.



Even on the best of trips, an occasional beef comes up. Mike Sacco speaks to crewmembers about the problem. Headquarters Rep. Bill Hall is at far right.



Bill Hall checks the papers of H. H. Johnson (left). An electrician, Johnson is a 24-year veteran and lives in Henderson, Tenn. He joined SIU in Mobile.



Enjoying lunch are, L to R: Candelario Ramos, 2nd Elect.; ABs George Brown and Glenn Reynolds; H. Atkinson, steward; J. Barnett, OS; E. Bowman, oiler.



Richard Redifer of the steward department displays a bunch of bananas the Seafarers picked up at one of their ports of call on way home from Vietnam.



Helping with noon meal is Pedro Esteban, third cook. A 20-year man, he joined Union in Galveston, Texas. Born in the Philippines, he lives in San Francisco.