



THE SEA A SOLUTION TO FAMINE

The prospect of a child starving to death before the age of five is not a pleasant fate to anticipate. However, this is and will continue to be the fate of countless millions of people on this earth unless an inexpensive and abundant source of food is found and utilized. The Sea, with its endless supply of food sources offers a possible solution to the widespread famine on earth. In this issue of the LOG, the vast potential of the sea as a food source is examined. (See pages 8 and 9)



100% Haul of Foreign-Aid Cargoes By U.S. Ships Urged by Congressman

WASHINGTON—Support for the carriage of all U.S. government-generated cargo on American-flag ships, and for passage of a "substantial" portion of the maritime upgrading program pending in the 90th Congress was voiced recently by members of both the House and Senate.

Support for action in these areas was made by Senator Edmund S. Muskie (D-Me.) and Representative Frank Thompson, Jr., (D-N.J.) in a seminar here sponsored by the 6.5 million-member AFL-CIO Maritime Trades Department.

Muskie, chairman of the Senate Banking and Currency Committee's subcommittee on International Finance, said he intended during hearings by his committee on the balance of payments problem "to devote careful and detailed attention to the role foreign-flag vessels—including those owned by American firms—have played in aggravating the international payments crisis which has disrupted our economic development policies."

Dollar Outflow

He noted that in 1966 more than \$11 billion in American dollars went to foreign-flag ships for the carriage of United States imports and another \$2.4 billion for carrying our exports.

Thompson told the gathering of more than 100 representatives of labor, management and government that when "the Food for Peace Program comes up for Congressional review this year," he is in favor of its continuation but will seek the addition of a requirement "that calls for moving every ounce of these commodities aboard United States-flag vessels." He added that he also intends "to see that the same formula of 100-percent carriage of government-generated cargoes also applies to our foreign aid program."

The New Jersey Congressman charged officials in federal departments with "misinterpreting" 50-50 cargo preference laws with the result that 50 percent has become the maximum of U.S. aid cargoes shipped on American-flag vessels. "Worse than that," he declared, "they have also worked to the detriment of our balance of payments—because we ship our dollars abroad when we have to pay foreign ship owners and foreign crewmen to carry our goods overseas."

Both Thompson and Muskie

promised support for the maritime program—proposed in the House and Senate last November—which would extend federal aid to virtually all U.S.-flag operators in the foreign trade and expand shipbuilding subsidies to almost triple their present rate.

Muskie warned the audience, however, that the size of the increases sought for the upgrading of the merchant marine pose a "formidable challenge in a period of tight budgets." But in spite of this, he said, he hoped a "substantial part" of the maritime program drafted by Congress could be adopted.

As for the enlargement of U.S. cargo preference rates above the present minimum of 50 percent, Muskie cautioned that "they not be considered as a substitute for more fundamental improvements in our shipping programs."

Raps 'Runaway' Companies

At another seminar sponsored by the MTD, Representative John H. Dent (D-Pa.) blamed the U.S. balance of payments crisis on "the runaway shop" as well as "the runaway ship." He explained that he was referring to American firms which are manufacturing their goods outside the U.S. with cheap labor to avoid American wage levels, and to U.S.-owned shipping operations registered abroad to escape American taxes, wage scales, and safety standards.

He called for the imposition of "some penalties on both of these runaway operations so that they can't undercut the American economy the way they've been doing."

"Unless we do that," Dent declared, "then we're going to continue to export our American jobs just the same way that we're exporting our American dollars—and if we keep on the way that we're going, we're going to have the same rude awakening that our British cousins had a few weeks ago."

Dent noted that when Britain recently announced a curtailment of British defense commitments east of Suez and a cutback of

social programs at home, Prime Minister Wilson stated: "Until we are earning, year in and year out, a substantial surplus on our overseas payments, we are unable internally or externally to do all the things which as a nation we would like to do."

Dent drew a comparison with the British and U.S. balance of payments deficit problems: "Here Britain's international greatness and its domestic program going down the drain, and the Prime Minister blames it on a deficit in international payments. And here's the United States, which has had a balance of payments deficit in 17 out of the last 18 years, and which now is saddled with a \$4 billion deficit. The same thing could happen to us as happened to Great Britain, if we don't put our monetary house in order."

"There is no such thing as an automatic economy," the congressman from Pennsylvania said, explaining that a successful economy depends on "the three basic elements of production, distribution, and consumption" and that any nation which has tried to "circumvent" any one of these points has "met with economic disaster."

"That's what we face right now, as long as we try to circumvent the element of distribution, and we're doing that when we try to get along without a merchant marine," Dent added.

Fleet Decline Endangers U.S., Kuchel Warns

PASCAGOULA, Miss.—The security of the U.S. stands endangered as long as the nation's shipbuilding program is inadequate, Senator Thomas Kuchel (R-Cal.) recently declared, adding his voice to the growing number of congressmen dismayed at the lack of a firm U.S. maritime policy.

Speaking at the January 27th launching ceremonies here of the SIU Pacific District-contracted President Fillmore, Kuchel said:

"I pledge my firm support for whatever is needed to bring back the American flag to preeminence on the high seas insofar as it is the place of the Congress and the Federal Government to achieve that position."

Bolsters Economy

The role of the American merchant marine in combatting the U.S. balance-of-payments deficit was pointed out by Raymond Ickes, president of the steamship line. In 1966, he said, the merchant marine's contribution to the nation's economy was about \$775 million.

The President Fillmore is the last of a series of five fast freighters built for American President Lines.

The five Seamaster-class freighters, of 10,830 deadweight tons each, were constructed at the Ingalls yard here for a total of \$64 million.

Report of International President



by Paul Hall

After more than six months of refusal by the Nation's big copper companies to bargain with their employees in good faith, 95 percent of U. S. copper mines remain idle and some 80 percent of all copper refining and fabricating facilities are still silent as 60,000 industry workers continue to strike for a fair contract.

Since the strike began last July 15, the companies have never seriously sat down with representatives of the 26 striking unions to face the issues and seek an equitable solution. This despite the fact that they have been strongly urged to do so by elected officials of Utah, Montana, Arizona, Nevada and New Mexico—whose citizens are hardest hit as a result of management's stubborn and callous inaction.

The fact that copper workers, whose work is as hazardous to life and health as any in the country, are way behind their counterparts in related industries—in both wages and fringe benefits—is a glaring and indisputable reality. Their employers can no longer be permitted to selfishly ignore entirely legitimate demands for contract improvements long overdue.

It is high time the corporate giants of the copper industry were made to realize—as those in other industries have been in the past—that the overbearing management tactics used against American workers in the dark ages of the 19th century will not be tolerated by the unified and progressive organized labor movement of the late 1960s.

Labor will see to it that the copper workers are not denied the improvements demanded in their present fight—no matter how long it takes. Already, well over \$600,000 have been donated to their cause through the AFL-CIO's special fund and pledges of support continue to pour in each day.

One of the most important issues at stake for the copper workers in this siege is to knock down the archaic divide-and-conquer policy of local agreements used by the companies for years to deny workers equal pay for equal work in their widely scattered facilities. Such methods have long kept employees at each mine, mill or smelter in a company-inspired state of competition with those at other operations.

The strikers are seeking company-wide agreements which will assure uniform pay and benefits no matter where the facility in which they work is located. Company evasion of the truth on this particular issue, and refusal to discuss it openly, may well have to do with the fact that a sizeable number of their facilities are located in the "right-to-work" states of Utah, Montana and Arizona where local contracts could pay them off handsomely at the expense of workers. However, the chronic lung trouble, bronchitis and other occupational hazards that copper workers must contend with are the same no matter where they work and one employee should be no less protected than another.

From the time the strike actually began, the unions have been continually ready to bargain collectively but the companies refused. Proposals from Capitol Hill that the President set up a fact-finding panel were quickly accepted by the unions but refused by the companies.

Last week, the Administration announced the creation of a panel despite repeated company opposition. Perhaps now the true facts of this unfortunate strike will begin to emerge for all to see and the copper workers will at last receive the justice they have so long been denied.

Farm Worker's Right to Organize Approved by Senate Committee

WASHINGTON—A bill to extend protection of the National Labor Relations Act to farm workers has been approved by a Senate Labor subcommittee. A similar measure was approved by a House Labor subcommittee in the first session of the 90th Congress and is awaiting action by the full House Labor Committee.

AFL-CIO President George Meany testified before both subcommittees, strongly urging the legislation. The United Farm Workers Organizing Committee and a number of religious and civil rights organizations entered similar testimony.

Farm workers are currently excluded from the basic protection of the NLRA which establishes the right of workers to organize and participate in collective bargaining. Farm workers do not have any call on the National Labor Relations Board in setting up representation elections, filing unfair labor practices, etc.

The bill in the House is sponsored by Representative James O'Hara (D-Mich.) and was approved by a subcommittee headed

by Representative Frank Thompson (D-N.J.). The Senate bill is sponsored by Senator Harrison Williams (D-N.J.) and was approved by a subcommittee he heads.

The 1967 AFL-CIO convention adopted a resolution declaring that labor would "devote every possible effort to secure passage of federal and state legislation extending benefits and coverage to farm workers equal to other workers, with special emphasis at this time on bills now in Congress which would extend the coverage of the National Labor Relations Act to Agriculture workers."

The UFWOC recently won a favorable ruling from a National Labor Relations Board examiner in the union's long effort to win bargaining rights for shed workers of the Starr Produce Co., at Rio Grande City, Texas.

U.S. Foreign Service Reps Visit SIU



SIU Rep. Pete Drawes recently took visitors from U.S. State Dept. on tour of headquarters. Men are preparing themselves for foreign assignments as labor attaches representing U.S. government. Shown here (l-r) are John Becker, Drawes, John Grimes and Jim Whillock.

Lowering the Boom



Raymond Liozzi, who attends SIU Deck Officer's School in New York, studies a working model that includes winches, lines, booms and handling gear used in the loading and unloading of cargo. Model is also used to demonstrate the correct way to get cargo into hold.

AFL-CIO Cites Public Service Jobs As Unemployment Problem Solution

WASHINGTON—The AFL-CIO pledged its support to President Johnson's \$2.1 billion manpower program of job training for 500,000 hard-core unemployed while emphasizing the necessity for additional legislation to create one million public service jobs.

Federation President George Meany said the measures proposed by the President in his manpower message to Congress "are a significant step in the expansion of

employment opportunities for those who now suffer serious disadvantages in finding and holding jobs."

But we must not lose sight, Meany added, of the "inescapable proposition that the government must be the employer of last resort," and that until legislation is passed to provide the necessary public service jobs "the basic problem of chronic unemployment and poverty, not only in our cities, but our rural areas as well, will not be effectively solved."

Programs Outdated

Meany hailed the President's proposals to improve occupational safety and health programs as "long overdue," noting that the states have "failed miserably in this area," and that the federal programs are "outdated, outmoded and almost unenforced."

The President spelled out in his message his proposal first set out in the State of the Union message for a \$2.1 billion manpower program "to help Americans who want to work to get a job." (See story on page 11.)

The new program, he said, is a 25 percent increase over the current fiscal year expenditures and will add \$442 million to the manpower efforts.

Noting successful test efforts of on-the-job training in private industry, the President proposed a permanent program to put 100,000 men and women in jobs by June 1969 and 500,000 by 1971.

The program—Job Opportunities in Business Sector (JOBS) would be "a new partnership between government and private industry to train and hire the hard-core unemployed," the President said, with \$350 million earmarked to support the program.

The government, he said, will identify the unemployed and the companies will train them and offer jobs, bearing the normal cost of training. The extra costs of preparing the hard-core unemployed for training will be borne by the government.

SIU Urges Posting Of Vessel's Cargo To Help Fight Fires

NEW YORK—SIU Safety Director Joe Algina rapped a proposal by Coast Guard and industry representatives to reduce the crew on a ship's emergency inflatable liferaft at a Coast Guard-sponsored conference held here on January 22. Algina also called for the posting of a chemical guide on each ship which would reveal the contents of the ships cargo in case of fire.

The conference, attended by labor, industry, and Coast Guard representatives, was called "to provide an opportunity . . . to discuss and resolve problems in the field of merchant marine safety and port security."

Algina expressed strong concern over the safety and efficiency of the inflatable liferaft operation, stressing that the presently-required three-man crew must be maintained. He branded inadequate the Coast Guard suggestion for a two-man crew and the proposal by some members of industry for a liferaft crew of only one man.

In calling for the posting of a chemical guide or chemcard in the ship's messroom, Algina said that one of the difficulties in fighting a shipboard fire is the fact that the captain and crew are often unaware of the nature of the cargo. Algina stressed that this was especially true when the cargo was containerized.

The SIU Safety Director said that the posted chemcard would specify the cargoes carried and also outline recommended fire-fighting procedures.

SIU Raps President's Budget Cutback In Ship Construction Subsidy Funds

WASHINGTON—SIU President Paul Hall has rapped President Johnson's Budget Message to Congress as one which "reflects a lack of awareness of maritime's essential role in our defense efforts and our peacetime economy."

"In a budget calling for \$80 billion for military and defense purposes," Hall said this week, "it would seem reasonable and practical to provide a sum equal to one percent of that amount to strengthen our fourth arm of defense, the merchant marine."

"Military considerations aside, an investment in maritime would be a powerful factor in reducing the chronic deficit in our balance of payments—because out of the present \$4 billion deficit, \$3.6 billion is the direct result of payments to foreign-flag ships to carry our import-export cargoes. This underscores the need for the positive maritime program which the government promised three years ago but has never delivered," the SIU President concluded.

In a sharp reduction of the nation's subsidized ship construction program, President Johnson proposed in his annual Budget Message to Congress this week that the funds available to the Maritime Administration ship for construction subsidies in fiscal 1969 should be cut back by more than half—from \$278 million to \$122 million.

Acting Maritime Administrator James W. Gulick later explained that under the new budget, funds would be provided to contract for eight subsidized freighters in fiscal 1969. He added that

MARAD plans to let contracts for only 15 vessels in the current fiscal year which ends June 30.

Prior to the budget message, Administration plans had called for subsidization of 24 new ships in fiscal 1968 but the total will now be nine less than that. Thus only eight of these will be accounted for by the \$122 million to be obligated during the next fiscal year and the ninth presumably will not be contracted until fiscal 1970.

Originally MARAD had a total of \$278 million available for use in ship-construction contracts this fiscal year. Some \$143 million of this was from the fiscal 1968 appropriation and the other \$135 million was carried forward from unused funds authorized by Congress for 1967.

Gulick pointed out that the new budget anticipates a carryover of \$103 million from the present fiscal year plus an additional appropriation for 1969 of \$119.8 million. However, he said, since \$101 million of the new appropriation is due to be carried over until fiscal 1970, there will be only \$122 million actually left to be committed for new vessel contracts in fiscal 1969.

In a special table outlining the major budget reductions from 1968 program levels, the President

showed that the reduction from \$278 million to \$122 million in ship construction outlays amounted to a cutback of \$156 million.

Of the \$278 million involved for 1968, MARAD claims it expects to obligate most of the \$175 million left over beyond the \$103 million slated for carry-over to 1969 before the current fiscal year expires.

Gulick said that the agency already has contracted for the construction of 11 vessels this year—at a cost to the government of about \$120 million—and that contracts are expected to be let for the four more costing about \$46 million prior to the beginning of fiscal 1969 next July 1. He added that MARAD's projected obligations for construction subsidies in fiscal 1969 will be some \$108 million.

Johnson's proposed national budget—at \$186.1 billion—also cut the overall MARAD budget to \$362.9 million, some \$25 million below the 387.9 million appropriated for this year.

The requested amount for maritime research and development was also down about one-third, to \$6.7 million, but ship operating differential subsidies were left unchanged at the 1968 level of \$213 million.

Congressman Scores U.S. Reliance On WWII Reserve Ship 'Retreads'

BALTIMORE—Declaring that "rust buckets" cannot be retreaded, Representative Thomas Downing (D-Va.) recently scored U. S. reliance on vintage World War II ships for the vital supply line to our troops in Vietnam. Americans fighting in Vietnam, Downing told a recent meeting of

retreading a rust bucket."

Downing recalled statements by the MSTs last month which "spoke loud and clear" that we have by no means "enough American-flag ships to meet our needs of the future."

"Who is kidding whom?" he asked. "How could we possibly have enough ships to meet our future needs when we do not have enough to meet our present needs—military and commercial?"

Urgent Need

Predicting victory this year for an urgently needed maritime program, Downing declared that he wanted to "make one thing clear . . . the current session of Congress will act."

"Members of both houses are well aware of what we must do," he said. "I believe we will get the program that is so vitally needed to rebuild our maritime industry and I believe it will be funded this year. In my judgment, we have the votes and they will be cast."

Downing noted that when the Administration's "fiscal crisis" developed last September, expected White House action on a maritime program was "sidetracked" but, "believing that the national needs in both commerce and defense justified the expense," Congress went ahead with a maritime pro-

gram on its own. "We introduced the legislation which we had earlier hoped would come to Congress as an Administration proposal."

Reaffirming his support of an independent maritime administration, Downing reminded his audience that more than 100 members of the House had sponsored legislation to this end last year.

"Nothing like this has ever happened before," he declared, and it is "a clear indication of the national interest in this most pressing national need. Our victory in the House was obvious from the start in the face of known opposition from the Administration."

Out of Place

"It has been obvious for years that the Commerce Department is not the proper place for the Maritime Administration," he said, and "neither is the Department of Transportation."

"All we have said in the House is that MARAD deserves more importance and that the uniqueness of ocean transportation—so different from all other forms of transportation—can best be administered by a specialized agency under knowledgeable and dedicated leadership," Downing concluded.

Ships in Bad Shape

Many of the ships which supply Vietnam are tired veterans of other wars, the Virginia Congressman said, and declared that the ships which make up our supply line to Vietnam are in much worse shape than they were in World War II and "there is no way of

Subsidized Lines' Abuse of U.S. Funds Rapped by Shipbuilders Union Head

WASHINGTON—A Congressional investigation into an alleged lag in shipbuilding replacement by subsidized lines, use by these lines of their capital reserve funds for diversification, and foreign construction of containers to be used on ships receiving government subsidy, has been called for by

Andrew A. Pettis, vice-president of the AFL-CIO Industrial Union of Marine and Shipbuilding Workers of America.

Pettis requested the probe in a letter to Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, in which he also listed an organized container consortium and mergers within the subsidized sector of the merchant marine as additional areas which require looking into.

The union official charged that while certain legislative leaders are waging an all-out campaign to rehabilitate and instill viability in the U.S. merchant marine, there seems to be ample evidence that other factors are working against the effort to improve this segment of American industry and are, in fact, eroding it.

He noted that while funds had been made available during fiscal 1967 for construction of the small total of 13 ships, an award was made to build only one of them. Again in fiscal 1968 the budget called for 13 vessels and awards were made for just 11 of them. Thus, Pettis pointed out, of the \$280 million allocated for vessel construction in the two fiscal years—\$140 million in each year—less than \$140 million was actually committed because just 12 awards were made.

Replacements Behind

"It has been testified to many times in the Merchant Marine Committees of Congress that the replacement schedule of the subsidized lines is 90 to 100 ships short of the replacement commitments," Pettis wrote Garmatz, and the "accusation has been that the government was reluctant to appropriate its share of the money necessary to construct the ships" while spokesmen for the subsidized lines claimed the companies "wanted to build . . . up to 100 ships and had the money for at least 35 ships."

Still we have the present situation whereby the "subsidized lines are asking and receiving delays in their shipbuilding program."

"While you and other members of Congress are sponsoring legislation to increase the number and strength of the merchant marine, other factors are working to diminish the merchant marine by postponement of their obligations under the Merchant Marine Act,

1936, and this is happening with the consent of the Maritime Administration," the letter continued.

"It is also very noticeable that many of the (subsidized) shipping lines are actively engaged in programs of diversification . . . withdrawing millions of dollars from the capital reserve fund for the purpose of investing in maritime business or industry or in non-maritime business or industry.

"What adverse effect will this withdrawal of millions of dollars have on the replacement ship program? Will it drain money away to the extent that their obligations under the Merchant Marine Act . . . become a mockery? First we have the 'runaway foreign-flag ships' and now, we are faced with 'runaway money' from some of the American-flag subsidized shipping lines."

Pettis further noted the trend toward mergers in the subsidized sector and the fact that they are organizing consortia—national or international cartels—and wondered what effect "these great monopolies" would have on our own merchant marine. "We could end up with control of the consortia entirely in the hands of foreign shipping lines," he warned.

The IUMSWA vice president also told Garmatz that he had recently been in correspondence with the office of Acting Maritime Administrator James W. Gulick on the uses to which subsidized

companies may put the monies in their untaxed capital or construction reserve funds, and been informed that none of the direct funds can be spent for purchase of containers manufactured abroad.

But he said he was "still wondering if money, withdrawn from the special reserve fund can be used, after withdrawal, to buy foreign containers. Testimony last year before your committee in regard to the legislation on container size revealed that one shipping line was building containers in a foreign country."

Referring to Gulick's statement in his 1967 Review and Forecast that one of the principal needs of the U.S. merchant marine is "for greater investment of private capital in American shipping" and the greatest possible reduction of risk to "make the venture more attractive to investors," Pettis said he had "no quarrel" with Gulick's basic premise.

" . . . But I wonder how you are going to make any investment project attractive to outside private capital when the shipping lines involved in the American merchant marine exude no confidence in investing their own money in it but, on the contrary, are withdrawing their millions from the special reserve fund for the purpose of investing them in non-maritime business and industry with the consent and approval of the Maritime Administration."

New SIU Pensioner



SIU Patrolman Luigi Iovino (right) has the happy task of presenting Charlie Stephens with his pension check. Brother Stephens is 66 years old and he last sailed in Alcoa Trader's steward dept.

The Pacific Coast



by Frank Drozak, West Coast Representative

California health standards were dealt a blow when Governor Ronald Reagan refused to reappoint Dr. Lester Breslow as State Director of Public Health. This is his penalty for fighting for meaningful public health programs that rubbed special interest groups the wrong way. Recognized by many as the top physician

in the field of public health in this nation, Dr. Breslow vigorously opposed a legislative proposal aimed at eliminating the bureau of occupational health in his department.

Under Dr. Breslow's guidance, the bureau has done pioneer work on the dangers of pesticides to

manufacturers, farmers, workers and transporters. It has sought to provide better means of detecting and treating persons suffering from overexposure to these pesticides.

Dr. Breslow was responsible for initiating work on the adverse effect of excessive environmental noise levels in industry and has been a leader in the fight to curb air pollution. Now, because the Legislature is faced with the Administration's free-swinging economic ax, the bureau's program has been cut by 30 percent.

Wilmington

Shipping has slowed down here for awhile, but remained fairly active for FOWT's and AB's. We expect things to pick up soon. The Seatrain Savannah has signed on a new crew and six vessels are in transit.

George Quinones, just back from a long trip on the Savannah, is looking for another crane maintenance job.

Ed Lane, one of our local pensioners, stopped by the hall with his wife to say hello and see how things are going. Ed was a FWT and told us he misses his old shipmates.

Seattle

Shipping has been fair since our last report but prospects look brighter for the coming period with the Columbia Eagle and Steel Flyer expected to take-on a full crew.

Tom Driscoll just shipped as AB on the Anniston Victory, sailing for the Far East.

Carl Olsen has been riding the Sea-Land ships to Alaska recently. After a rest, he'll be ready to go again. "Ollie" sails in the deck department.

After sailing on the Seatrain Maine as chief cook, Harry Dean is spending some time at home in Portland. He'll be ready to sail in a few weeks.

Growing SIU Pension Roster Adds Seven Seafarer Retirees



Henry Davila Hyde Strike De La Cruz Mattair

The names of seven Seafarers were added to the ever-growing list of those men collecting an SIU pension after a career at sea. The newcomers to the pension fold are: Diosoro De La Cruz, Juan Davila, Horace Gray, Wallace Hyde, George Mattair, Sam Henry and William Strike.

Diosoro De La Cruz was a cook and his last ship was the Warrior. Born in the Philippine

Islands, he lives in Santurce, Puerto Rico, with his wife, Herminia. Seafarer De La Cruz joined the SIU in New York and sailed for 20 years.

Juan Davila joined the Union in Baltimore, where he makes his home. A native of the Canary Islands, he sailed as AB. His last ship was the Norina.

Horace Gray was a FWT, joining the Union in Mobile. A 21-year man, his last ship was the Carroll Victory. Seafarer Gray was born in Alabama and resides in Seattle.

George Mattair was born in Georgia and joined the SIU in

Savannah in 1942. He sailed as AB and bosun. His last ship was the Del Mar. Brother Mattair lives in Jacksonville, Fla.

A member of the steward department, Sam Henry joined the SIU in Mobile in 1944. He was born in Bellview, Ala., and makes his home in Mobile. Brother Henry's last ship was the Clairborne.

William Strike sailed in the engine department and joined the Union in San Francisco. A native of Minnesota, he resides in El Monte, Calif. His last ship was the City of Alma.

Wallace Hyde joined the Union in New York in 1946. An AB, his last ship was Seatrain Maine. Hyde was born in New York and resides in Baltimore.

SIU WELFARE, VACATION PLANS

December 1 - December 31, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	4,459	\$ 48,599.52
Death Benefits	42	100,307.92
Disability Benefits	1,067	241,925.00
Maternity Benefits	35	7,004.00
Dependents Benefits	416	84,310.84
Optical Benefits	103	1,558.25
Out-Patient Benefits	4,587	35,384.00
Summary	10,709	519,089.53
Vacation Benefits	1,662	681,121.94
Total Welfare, Vacation Benefits Paid This Period	12,371	\$1,200,211.47

Seafarer Rosario Retires on Pension



Santiago Rosario (right) is presented with his first pension check by SIU Representative George McCartney. Brother Rosario, who sailed in engine dept., resides in Brooklyn.

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

By Sidney Margolius

How Much Truth in Lending?

The proposed law to require lenders and stores to tell the annual interest rates on loans and installment purchases is expected to reach the floor of the House of Representatives in February for a vote on how much truth you are to be told.

The irony is that if the House passes a relatively useful law, it will be because bankers and furniture dealers want the bill to cover their competitors—the department stores and the mail-order companies—as well as themselves, but not because consumers have spoken up. The Congressmen have not heard from the man paying \$240 in finance charges on a \$500 used car, and the working mother who got trapped into paying \$400 for a movie camera on the promise of bonuses.

These real victims of the deceptions in the way finance charges are stated, and the garnishee and other harsh collection laws which make possible credit frauds, may not realize that their letters are crucial in convincing their Congressmen to help pass an effective law.

Cite Lack of Letters

Congressmen not in sympathy with "truth in lending" are making a big point of the lack of letters from ordinary families. Apparently these Congressmen do not realize that many workingmen do not have private secretaries. For some, writing a letter may be painful even if they still have faith that their Congressmen will listen to them. In fact, many of the people who tend to get trapped by credit frauds may not even realize that Congress is arguing over a truth in lending law. They know they have been trapped. But they may not know why.

The bill that has been approved by the House Committee on Banking and Currency would require banks, loan companies and installment dealers to tell the true annual rates but not the large retailers who feature "revolving credit" plans. These often also are called "junior charge accounts" and "budget charge accounts."

Such revolving charge accounts usually cost you 18 percent a year. But the stores and catalogue houses want to continue to say that the rate is 1½ percent a month. Congresswoman Leonor K. Sullivan (D-Mo.) has been leading the battle to require the revolving-credit sellers to tell the true annual rate. But Congressman Richard T. Hanna (D-Calif.) became the champion of the stores, and made the motion which would exclude revolving credit from this requirement.

Now that the bill is about to be considered by the entire House, the furniture dealers and bankers are urging their Congressmen to include revolving charge accounts too. They feel it will harm them if they have to say that their rates are 12, 24 or 36 percent a year,

while the large chains like Sears, Ward and Penney and the department stores continue to say "1½ percent a month."

Because their pleas are proving to be influential, the furniture men and bankers may yet win for consumers what they were not able to win for themselves. When the bill approved by the committee comes before the full House of Representatives for a vote, Mrs. Sullivan and the Congressmen supporting her are going to try to include revolving credit in the disclosure requirement.

They also plan to try to include transactions on which the finance charges are less than \$10. These are exempt as the bill now stands. Unfortunately, the Federal Reserve Bank had suggested this exemption as an aid to small business. But the people who really want this exemption are bankers and other lenders who charge a minimum fee of, say \$5 for a one-month loan of \$100. They don't want to have to say that this is the equivalent of a true annual interest rate of 60 percent. In contrast, for such a short loan a credit union would charge one percent a month (12 percent a year) or just \$1 in this example.

The third big argument in the proposed bill is over garnishment. Congresswoman Sullivan and her allies wanted to ban garnishments completely. Not only have a number of local labor councils asked that garnishments be eliminated, but the national AFL-CIO at its recent convention went on record urging that they be banned.

Will Not End Frauds

The bill as it now stands would limit the amount that can be garnished to 10 percent of the wages over \$30. This is more humane than the laws in some states which permit garnishees of as much as 50 percent of pay. But this humane gesture will not end any of the present frauds, and would merely help unscrupulous sellers collect exaggerated debts even if they have to wait a little longer.

Of slightly more help is a provision in the present bill that would prevent an employer from firing for one garnishee.

The garnishee problem is so serious that the Washington State Labor Council even devoted part of its annual Christmas greeting this year to a warning against garnishees. (The council reported that just one employer, Boeing in Seattle, has some 500 wage garnishments a month brought against its workers "by creditors who force the company and the courts to become little better than collection agencies.")

If you have something you want to tell your Congressman about the pending "truth in lending" bill (for example, whether you are for or against including revolving credit), you can write to him care of the House of Representatives Office Building, Washington, D. C. 20515.

Runaway Ship Loopholes Endanger U.S. Foreign Investment Cutback

WASHINGTON—The Commerce Department has been urged to direct particular attention to the runaway-flag shipping practices of U.S. companies when establishing the controls on foreign investment requested by President Johnson to help correct the nation's balance of payments deficit.

Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, called for the crack-down on American firms and individuals who operate foreign-flag vessels in a letter to Commerce Secretary Alexander B. Trowbridge. Trowbridge has been assigned the job of writing the regulations for the Administration's stiff balance of payments program which will halt new direct investment by U.S. companies in the developed countries of Western Europe and cut down on the dollar outflow in other areas

as well. The restrictions will not apply to lesser developed nations.

American investment in foreign-flag shipping has totalled close to six billion dollars since 1946, Garmatz declared, adding: "I am sure you agree that such investment should be subject to the same limitations as any other type of capital outflow."

Seeking to insure such limitation, the Maryland Democrat urged that, while working out the regulations, Trowbridge keep in mind "the unusual characteristics of merchant marine operations, which do not lend themselves well to the more familiar statistical and economic categories." If these "special characteristics" are not taken into consideration, he cautioned, "a significant loophole may be created."

"I would further call to your attention," Garmatz wrote, "the fact that virtually all the capital to finance such investments goes to developed countries, though many of the ships may be nominally registered under the flags of less developed countries."

"... If specific regulations are formulated to control the foregoing situation, I should appreciate being informed," he added.

Shipping was omitted entirely in President Johnson's proposals for bridging the balance of payments gap and in his orders to Trowbridge. Numerous Congressmen have recently criticised this lack and reminded the Administration of the great contribution the merchant marine could make toward eliminating the balance of payments deficit if the government would insist on greater use of U.S.-flag ships in the carriage of its cargo.

Since the beginning of World War II, the government has freely allowed U.S. companies and individuals to build and register vessels aboard. This has resulted in the establishment of vast private fleets owned or controlled by American citizens, and operated principally under the flags of Liberia and Panama.

Practice Continued

When the practice was allowed to continue after the war it became a tax dodge for U.S. firms who at the same time evaded U.S. wage and safety standards. Resultant loss of tax revenue to the government has amounted to many billions of dollars.

Since 1946, Garmatz reminded the Commerce Secretary, a total of 1,167 ships—over 35.6 million deadweight tons—have been built in foreign yards by American owners at a cost of some \$5.7 billion. During the same postwar period, he said, only 590 merchant vessels have been constructed in U.S. shipyards for an overall total of just 7.7 million gross tons.

One of the "special characteristics" of merchant marine operations mentioned by Garmatz, and which would have to be considered in restricting American investment in runaway fleets, is the category into which such investment would fall. Most of the foreign shipbuilding is actually done in industrial nations such as those aimed at by the President's cut-off program. However, there is no planned general restriction on the flow of U.S. dollars to underdeveloped countries—such as Liberia, and probably Panama, where most of the runaway vessels are registered.

AFL-CIO Urges Govt. Action To Curb Medicare Costs

WASHINGTON—The AFL-CIO's social security director urged prompt steps to curb "skyrocketing" doctors' fees and medical costs that have forced a sharp jump in Medicare insurance premiums.

The 33½ percent premium hike for voluntary medical insurance under Medicare that takes effect April 1 "could have been prevented," declared Bert Seidman, director of the AFL-CIO's Department of Social Security.

"Steps should be taken right now to hold down physicians' fees and other medical costs, which are rising sky-high," Seidman said. He urged tightening the reimbursement system that now allows doctors and hospitals to "decide for themselves, exclusively, what their charges will be." His statements came on the network radio interview, Labor News Conference, heard Tuesdays at 7:35 p.m., EST on the Mutual Broadcasting System.

Seidman said that the "responsibility for holding down the costs of medical care extends all across the board." The government, he said, should take a leadership role by setting reimbursement standards that are "fair to the government itself—and that means all of us as citizens—fair to those who are covered by the programs, and fair to the physicians and hospitals."

Such standards would also be a "yardstick" by which third-party contractors such as insurance companies, Blue Cross and Blue Shield, could measure the reasonableness of the fees and charges they pay for their clients and subscribers, he said.

Seidman also called for more effort to increase the efficiency of medical services and make fuller use of medical facilities.

"We ought to be using the doctor for the things that he can do best, and using nurses and others who are trained to do some of the things that do not require the doctor's degree of professional skill," he said. At the same time, he said, it should be determined whether hospitals are duplicating personnel and facilities, and whether hospitals are being fully utilized at all times.

SIU Deck Officers' Upgrading Qualifies 3 More for Licenses

Three additional Seafarers have received deck officers' licenses bringing to 23 the number of SIU deck department men who have successfully completed courses at the school jointly sponsored by the SIU and the American Maritime Officer's union.

George McManus is a new third mate and previously sailed as AB. He was born in Brooklyn and resides in that city with his wife, Katherine. McManus joined the SIU in New York in 1963. He is 48 years old.

Raymond Kroupa is a new third mate. The 42-year-old former AB joined the Union in New York in 1953. Born in Philadelphia, he still lives in that city. Kroupa served two years in the Navy.

Frank Jankowski is a new third mate. A former AB and bosun, he is 59 years old and joined the Union in Norfolk in 1941. Jankowski is a native of New York City and lives in Jackson Heights, Queens.

Jointly Operated

The training program, operated under a reciprocal agreement between the SIU and the American Marine Officers Union, is the first of its type in the industry.

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

satisfaction of his readiness to take the examinations.

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

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training.

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

SIU deck department men interested in the program should apply immediately, or obtain additional information at any SIU hall, or directly at SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232. The telephone number is HYacinth 9-6600.



McManus



Jankowski

Kroupa

The Atlantic Coast

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



The SIU is hosting 47 striking farm workers from California who have come East to gather support in their struggle against the Giumarra Vineyard Corporation. Not only are these workers denied protection under the National Labor Relations Act, minimum wage, child labor laws and unemployment insurance, they have the ultra-conservative Administration of Governor Reagan extending tacit approval of anti-union action.

The Giumarra company has used scab tactics and violence in its efforts to break the will of the striking workers. The union, with the full backing of the AFL-CIO, is determined to hold out until final victory. We urge Seafarers not to buy Giumarra grape products and to do everything they can to help our union brothers in their fight for a decent standard of living.

Norfolk

Carl Hawks said he had a good voyage on the *Commander*. Lots of fine chow and "a very good crew," Carl reported. After a relaxing vacation, he's looking for a job on a coastwise ship.

Charles Hones was an AB on the *Merrimac* and after a rest on the beach he's ready to go. Charlie had good luck this winter hunting in North Carolina.

Walter Buterton is out of the USPHS Hospital and FFD. Walt will take the first good job in the deck department to hit the boards.

Boston

Joseph Garello was chief cook on the *Our Lady of Peace* last time out. After a stay in drydock, he's waiting for a good job to hit

the boards.

John Gala sailed as an oiler on the *Vantage Venture*. He enjoyed this "floating hotel" and was sorry to get off.

John Chermesino spent some time with his family after a carpenter's job on the *Steel Traveler*.

Baltimore

James MacGregor would like a Far East run after sailing as deck engineer during a trip aboard the *Penmar*.



Serrano



Gala

James Baack just upgraded from wiper to FWT.

Puerto Rico

Luis Serrano just piled off the *Arizza* after an intercoastal voyage. Henry Bentz took an AB's job on the *Young America*. Some of the Seafarers who recently shipped out of here include Angel Passanera, Armando De Jesus, Luis Hernandez, Felix Serrano and Trinidad Navarro.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Jan. 11, 1968 to Jan. 24, 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	7	4	3	2	2	16	4
New York	75	61	27	44	50	171	102
Philadelphia	5	8	4	5	5	29	21
Baltimore	18	17	11	7	8	120	63
Norfolk	12	21	20	12	8	25	35
Jacksonville	14	15	11	12	11	16	13
Tampa	5	4	10	11	3	14	6
Mobile	18	17	2	0	0	107	60
New Orleans	70	30	59	28	0	222	103
Houston	42	18	33	28	7	110	58
Wilmington	17	18	18	12	11	27	1
San Francisco	25	64	17	42	22	64	0
Seattle	22	7	15	6	14	39	7
Totals	330	284	230	209	141	960	473

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	7	2	2	2	1	7	3
New York	45	29	32	49	10	112	128
Philadelphia	4	13	8	6	5	16	10
Baltimore	10	14	9	11	3	76	77
Norfolk	10	13	8	15	11	23	20
Jacksonville	8	11	5	9	13	10	10
Tampa	5	5	8	7	1	7	9
Mobile	12	16	2	2	1	64	74
New Orleans	49	47	38	33	1	139	119
Houston	31	20	25	28	3	105	73
Wilmington	14	15	11	15	17	19	1
San Francisco	18	60	19	38	15	40	2
Seattle	22	3	13	10	9	26	13
Totals	235	248	180	225	90	644	539

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	4	1	1	2	5	2
New York	42	19	37	12	12	98	31
Philadelphia	8	8	4	8	1	22	12
Baltimore	14	9	7	6	5	54	49
Norfolk	8	7	12	4	18	12	13
Jacksonville	5	10	4	6	13	4	5
Tampa	6	6	5	6	3	12	4
Mobile	8	17	3	1	1	57	42
New Orleans	59	35	27	16	3	219	105
Houston	16	22	17	9	3	44	60
Wilmington	14	21	8	18	12	15	0
San Francisco	41	40	20	8	44	45	1
Seattle	13	5	9	4	11	37	13
Totals	237	203	154	99	128	624	337

Norway Outpaces U.S. in Shipbuilding

LONDON—A nation smaller than the state of New Mexico has swept far ahead of the United States in merchant marine tonnage added during the last three months of 1967. Lloyd's Register of Shipping reports that Norway's merchant marine grew by 1,745,217 tons in the last quarter of 1967, or more than three times the expansion of the American merchant fleet in the same period.

While eight countries took on more merchant marine tonnage in the last quarter than the United States, America trailed behind eleven others in total orders, having only one-seventeenth as much tonnage on order at year's end as the leading nation, Japan.

America also dipped to number eight in actual tonnage under construction, again trailing with one one-ninth as much tonnage under construction as Japan.

Norway led the list of countries making the largest additions to their fleets, with 1,745,217 tons. Next were Liberia with 1,710,673 tons, Japan with 1,672,338 tons, the United Kingdom with 1,405,469 tons, the USSR with an estimated 672,888 tons, France with 600,403 tons, Italy with 564,242 tons, West Germany with 533,357 tons, and the U.S. with 522,892 tons.

Orders Low

Gross tonnage of merchant vessels actually under construction was slightly down in the final quarter of 1967, notes Lloyd's, but the total world order book for shipyards hit a record 40,351,369 gross tons at the end of the year. This was 800,733 tons higher than figures given for the third quarter.

At the end of 1967 Japan led with a total order book of 17,164,513 tons, followed by Sweden with 3,143,719 tons, West Germany with 2,854,112 tons, France with 2,587,500 tons, Britain with 2,386,151 tons, and Italy with 1,762,265 tons. Others with over a million

tons on order were Denmark, Norway, Poland, the Netherlands, Spain, the United States (with 1,095,912 tons), and Yugoslavia.

Figures for vessels actually under construction again placed Japan first with 4,762,036 tons, followed by Britain with 1,248,232 tons, West Germany with 945,598 tons, and Italy with 803,366 tons. The only other nations building over 500,000 tons were France, Sweden, Spain, and, with only 507,902 tons, the United States.

This represented an increase for the U.S. over the last period, in its total order book by 150,762 tons and vessels under construction by 2,767 tons. At the same time, the figures showed a downward turn for Britain, Sweden, and West Germany in vessels on the slipways.

Construction Dips

Lloyd's notes that vessels under construction around the world at the end of the year numbered 1,775 totalling 13,359,130 tons, down by 36,655 tons from the record return for the third quarter of the year.

Ships under construction, reported Lloyd's, numbered 60 totalling over 50,000 gross tons. Tankers accounted for 38.4 percent, bulkers for 32.1 percent, and cargo ships (of 2000 tons and over) for 19 percent.

Oil tanker tonnage under construction was 5,133,934 (up 598,801 from the third quarter). Next were bulk carriers at 4,287,144 (down 482,268), and general cargo ships at 2,544,005 (down 8,974). The balance consisted of fishing vessels of all types.

The Lloyd's report points out that Japan's output has nearly doubled since 1964, with an increase of almost a million tons launched during 1967. Britain last year had its highest output since 1960.

Slightly over 32 percent of world tonnage under construction is available for classification with Lloyd's, no returns were given by Russia or Red China, the British firm said.

Union Drive Gains at Stevens After Supreme Court Ruling

CHARLOTTE, N. C.—A "blanket of fear" that has smothered J. P. Stevens & Co. for five long years is slowly lifting, union organizers and workers reinstated to their jobs reported here.

Testimony to a new surge of union interest came as Stevens' employes and union leaders gathered to pledge support for a renewed organizing drive at the textile chain's mills in North and South Carolina.

The catalyst for the transformation, all agreed, was the recent U.S. Supreme Court decision which left stand a lower court order to Stevens to rehire 71 discharged workers with back pay.

They were the victims of a campaign in which Stevens "flagrantly, cynically and unlawfully" denied workers their rights in an effort to crush the Textile Workers Union of America, the court declared.

More recently, the same lower court ordered the rehiring with back pay of 17 additional workers who were fired during TWUA's organizing drive, going back to 1963.

Stevens' workers were enthusiastic and their voices were filled with pride as they described a new atmosphere in their workplaces:

"They're not afraid to take a leaflet," said one worker from Greenville, S.C. "They're ready to go all the way," said another from Slater, S.C. "We'll win this time at Rock Hill," said a third.

One rehired worker said, "When I walked back into the plant you'd think I was part owner of the place. They were real rosy."

The wife of a reinstated worker described the scene in a plant when a company supervisor assembled workers to read the court order reinstating fired employes:

"They stopped the machinery—it got very quiet . . . I could hear the people all around me buzzing—'It's about that union leaflet.' 'Didn't think they would do it.' 'How about that?' They all looked at me when they mentioned my husband's name. I'll tell you—some of the terror just disappeared right then."

A lawyer from one of the mill towns, who had supported the union and came to the meeting, said, "The company won't be able to pick a jury soon. You can't throw a rock without hitting a union man."

TWUA President William Pollock said the Supreme Court decision "has made it plain that every textile worker who exercises his right to join a union will be fully protected."

He predicted the company's employes "will resume their efforts to build a union and engage in collective bargaining, as they have every right to do."

LABOR ROUND-UP

President Johnson has reappointed M. S. Novik, radio-TV consultant for the AFL-CIO, and Editor Palmer Hoyt of the Denver Post to three-year terms on the Advisory Commission on Information. The five-member panel meets monthly to evaluate the policies and programs of the U.S. Information Agency. Other members are Publisher-Editor Thomas V. H. Vail of the Cleveland Plain Dealer, President Frank Stanton of the Columbia Broadcasting System and Sigurd S. Larmon, New York advertising executive.

Hugh W. Sheehan has been appointed AFL-CIO Community Services liaison with the American Red Cross in the western area, AFL-CIO Community Services Director Leo Perlis announced. He succeeds Joseph Rodell who has retired. A native of Portland, Ore., and a graduate of Lewis and Clark University, Sheehan is a member of the State, County and Municipal Employees and has been serving it as an international representative. He has been active in union and community affairs in both Oregon and California. His headquarters, for a 12-state area, will be in San Francisco.

The AFL-CIO has signed a contract for the purchase of the land and building immediately to the north of the AFL-CIO building in Washington, Federation President George Meany announced recently. The property, at the corners of 16th and I Streets, Northwest, is now occu-

pled by the Lafayette Hotel. Meany said that the property will ultimately be used to enlarge the AFL-CIO headquarters building, which was dedicated in 1956. The present operators of the Lafayette Hotel, William C. and Thomas H. Pickford, will receive a 3.5-year lease to continue operation of the hotel, Meany said.

Commissioner of Labor Statistics Arthur M. Ross will resign his post July 1 to become a vice president at the University of Michigan and assistant to its president, Robben W. Flemming. The 51-year-old economist has headed the Bureau of Labor Statistics since 1965, when he came to the Labor Department position from a professorship at the University of California at Berkeley.

Paul L. Phillips has resigned as president of the Papermakers and Paperworkers for reasons of health. He has been succeeded by Harry D. Sayre, who has been executive vice president of the union. Phillips became president of the former Paper Makers in 1948 and in 1957, when it merged with the former CIO Paperworkers, headed the combined organization. Sayre was president of the CIO affiliate at the time of the merger. The two worked in close cooperation to cement the former rival organizations into a single strong union. Phillips, 63, helped organize the International Paper Co. mill at Camden, Ark., in 1932 and became first president of the new local.

The High Cost of Living



With drug and medical costs continuing to skyrocket at a frightening pace which shows no sign of mercy for the helpless consumer, the recent revelation that three of the biggest drug companies in the country had been convicted of systematically picking the pockets of Americans for years came as no surprise. The bigger the name and reputation, the easier it is for an old established firm to bilk a trusting public.

What is somewhat puzzling, however, is how American Cyanamid, Bristol Myers and Charles Pfizer and Company managed to get away with their flagrant violations of the Sherman Antitrust law from 1953 to 1961 without the FDA being any the wiser.

Price fixing may escape detection for a while in some areas, to be sure, but for three pharmaceutical giants such as these to successfully corner the market on life-saving antibiotics—for a period of eight years without being caught—must be difficult for even the most gullible citizen to swallow.

The average American family has long been painfully aware that the cost of a trip to the prescription counter in the local drug store has steadily been going up at a rate so far out of proportion with other necessities of life as to be almost unbelievable.

Since the cost of drugs—and the exorbitant fees charged by doctors who prescribe them—is an expense Americans will not shirk at the expense of the health of their loved ones, they have been gouged unconscionably by the medical-pharmaceutical establishment. Those among the very low paid or the elderly who are unable to bear their share of these stiff charges for health care, even with the help of Medicare or Medicaid, are forced to neglect their ailments. It is frightening to contemplate how many must be dying each day as a direct result of this helpless neglect.

Aside from the unceasing efforts of the AFL-CIO, other interested groups and a

comparative handful of deeply concerned Congressmen, almost nothing has been done in this country to bring about a stability in drug and medical costs consistent with common sense and in proportion to the patient's ability to pay without undue hardship.

Irate individual consumers can, and often have, banded together successfully to hold down ballooning prices in other key areas of the economy. Pushed far enough, they can boycott stores, products or services for as long as it takes to make their demands heard. However, no one knows better than those in the drug industry and the medical profession that such personal rebellion against exploitation quickly wilts at the sound of a sick child's cries or the painful illness of a wife, husband or parent. In such situations, the consumer's back is against the wall and he has no choice but to pay whatever price is demanded—no matter how outrageous.

The federal court's conspiracy conviction against American Cyanamid, Bristol Myers and Pfizer is better late than never. But the maximum penalty of a \$150,000 fine for each under the Sherman Antitrust Act doesn't begin to compare with the illegal profits made over almost a decade by charging up to 13 times as much for drugs than they cost to manufacture. We can only hope that the reputations of these companies will be sufficiently tarnished in the public eye so that they will be punished further in America's marketplace.

Also, now that the government has at last taken some decisive action against major names in drug manufacturing, intensified efforts in the labor movement and in Congress may well bring about new laws to curb the long unchecked greed of those who dispense drugs and medical services to our citizens. Eventually, we must achieve the goal of equal and indiscriminate health care for all Americans at fair prices they can pay.

DR. RAJENDRA PRASAD, former President of India, has stated that "Hunger might prove to be as deadly an enemy of man as any weapon of war." In view of the fact that the world population will reach almost 7-billion by the end of this century, and at least half, probably more, of today's people cannot be adequately fed even now the question of food for survival is an issue striking at the heart of humanity.

It is for this reason that private and governmental groups the world over are turning to new kinds of food. They are growing algae on rooftops and in desert trenches; developing high-protein flour from whole fish; using electronics to catch fish; and more. They have turned to the 70 percent of the planet Earth that has been waiting, barely touched, for hundreds of millions of years. They have turned to mankind's last Earth-bound frontier for hope. They have turned to the sea.

The effort to increase fish catch is one of the most immediate concerns of world food experts because of the rapid increase in world food production that fish can bring.

Harold B. Allen, of the U.S. Bureau of Commercial Fisheries, reports that "Biologists estimate that the potential world yield of marine fishery resources at 200 million metric tons annually—about four times the yield in 1965. Other scientists estimate the potential to be as high as 400 million metric tons." The U.N.'s Food and Agriculture Organization (FAO) is more conservative in its estimate of potential fish catch, saying that today's world catch of about 53 million tons could be at least doubled within a short time, but even this advance could be a great boon for mankind.

The science and technology necessary to develop new food from fish, new fish breeding grounds, new methods of catching and processing fish, falls into the category of "aquiculture," the cultivation and management of the ocean's resources.

The need to develop greater sea-fish catches has spurred the creation of new fishing techniques using the latest scientific advances. Technology has created new man-made "fish" plowing the seas with computer-designed hulls, automated trawling nets controlled with the aid of television cameras, and electronic underwater fish-herding devices—to mention just a few.

FOA's Freedom From Hunger magazine reports the development of fiberglass fishing-boat hulls which are less costly than wooden hulls, and resist corrosion so well that one of them showed no signs of deterioration in salt and highly corrosive waters over a 10-year period. Its maintenance cost was only 20 percent of the maintenance cost for a comparable steel hull. Concrete applied over steel netting is also being used in low-cost, high-efficiency hulls so important to a capable and progressive fishing fleet.

The designing of modern fishing vessels may soon be taken over by rapid-calculating computers programmed to plan the most efficient vessel for a particular type of use and environment, thus avoiding months of laborious drawing and model-testing.

An array of electronic apparatus now crowds the wheelhouse of many new trawlers, and has put the ships almost on push-button control. They control sonar and echo-sounders which guide the ship to the fish, lower a net monitored with the aid of acoustical devices, and let down a trawl which is directed by television cameras mounted on the trawl mouth.

Often modern fleets include "floating factories" which are equipped for on-board processing, canning, and freezing, and for converting the insides of a fish (offal) into fish meal and oil.

The Russians have even begun experimenting with methods of catching fish with submarines, and American scientists are working with electronically produced sounds and chemicals which will lure the fish into nets or to the ship's hull where they will be sucked directly into the hold.

After the fish is caught, there is the problem of preserving it, distributing it, and making it acceptable as well as palatable. Current research is perfecting a dry powder, or flour from whole fish which can be used in cereals, soups, bread, macaroni, and beverages. This Fish Protein Concentrate (FPC) promises to eliminate the difficulties of preservation and perhaps will be the world's next major food supply. "It means," Interior Secretary Udall recently said, "that for as little as 1/2-cent a day, an undernourished person, wherever he lives, can be assured of sufficient life-sustaining animal protein to supplement his diet."

Fish Protein Concentrate, as its name implies, is extremely high in protein—from about 60 to 80 percent. This contrasts with 65 percent protein content for beef, which also requires far more time, food, and care than do fish in producing a given amount of food for human consumption.

The FPC manufacturing process involves the pulping of whole fresh fish, followed by the subjecting of the mixture to cold (isopropyl) alcohol to remove most of the water and fat. The pulp then goes through two more stages under hot (isopropyl) alcohol, stirring in kettles, and, after drying, an off-white flour-like substance—FPC—remains. During the process, any fishy flavor and odor can be completely removed so that the FPC will be acceptable as a

The SEA

Solution to Famine

new type of flour rather than as something with a fishy taste.

Among the advantages of FPC is the fact that it is a dry powder that can be stored indefinitely, whereas whole fish is one of the most rapidly-spoiled foods. And the FPC production process is relatively simple and low-cost, bringing a high-quality diet to the world's low-income people. Secretary of the Interior Udall estimates that if only the presently unused species of fish in United States coastal waters were made into FPC, this would provide enough high-quality animal protein yearly to balance the diet of 300 million people, for each day of the year, at a cost below 1/2-cent per person per day.

FPC is superior to whole fish as food because, while numerous kinds of fish are unacceptable for direct human consumption, the FPC production process converts these fish into edible form and wastes nothing; the whole fish—head, tail, etc.—is used, so that all the protein and other nutrients are conserved.

Harold Allen, of the U.S. Bureau of Commercial Fisheries, explains that each ton of fish yields between 300-400 pounds of protein so that, even using conservative estimates of about 200 million metric tons of fish being the potential annual world fish yield, the sea could produce "at least 30 to 40 million tons of animal protein annually—enough to provide 20 grams a day for about five billion people."

This small increase in protein consumption represents the difference between deadly starvation and the chance to live.

While FPC has been manufactured mostly for experimentation, several companies in Morocco, South Africa, Peru, Sweden, and the United States have found it feasible to produce it for institutional feeding.

Nursery school children in Rangoon, Burma, eat a nourishing meal made from high-protein Fish Protein Concentrate—one of the foods that may provide a solution to famine. First prepared with the aid of nutritionists from the United Nations' FAO, tests on the health benefits of FPC, begun in 1957, have proved encouraging. Low cost is promising factor.

The U.S. Bureau of Commercial Fisheries, which began experimenting with methods of producing the concentrate in 1961, finally received Food and Drug Administration approval this past April to produce FPC, so that FPC may now be commercially produced in this country.

The FDA approval allowed Udall to follow through on a law passed by Congress in November 1966 which establishes a five-year research program, and provides authority and funds to construct, lease, and operate two FPC research plants. According to the American Technology Digest, these moves "will establish for the first time a long range program to develop low-cost marine protein concentrates for human food and animal feed purposes." The Digest notes that the first plant is expected to process 50 tons of fish each day, and that the initial estimate of the cost of the FPC produced there will be only 14 cents per pound.

The major difficulty with getting FPC to the people who need it is that the advanced nations, who need FPC least, are the only ones that have the capital and modern technology and fishing fleets capable of catching the fish and creating the concentrate. The poor nations not only lack all this, but their people can also barely afford to invest time, effort, and money in an FPC industry. FAO information reveals that, for example, in Africa 80 percent of the people are engaged in agriculture for their meager subsistence, and they are able to produce only enough food for their own family. They have little, if any, money to spend. The solution, appears to be for the United Nations, governments, industry and charitable organizations to subsidize the production and distribution of important foods such as FPC to these stricken countries. At present, major studies of these problems are under way in FAO, UNESCO, and the World Health Organization of the United Nations.

Dr. Hiroshi Tamiya of Tokyo has over the years developed a tasty and highly nutritious green vanilla ice-cream which he says "is relished by many people." The same substance that gives this ice-cream its color and nutritive value may also provide astronauts with a never-ending supply of food and oxygen. And, given a land area roughly equivalent to that of Rhode Island, reports Dr. Vannevar Bush of the Carnegie Institute, this green matter could grow at a rate rapid enough to provide adequate food for the entire world.

The substance is chlorella—only one of the 10,000 species of plants known as algae that are commonly seen floating in ponds, lakes, seas, making the water greenish or "muddy"—and which is so efficient in its growth that it can multiply eight-fold in 24 hours, withstand 180-degree heat, and can be made to vary in protein content from about 45 to 90 percent and in fat content from 7 to 75 percent. These are vital features that no higher plant or animal can match.

Of the most widely-used foods, chlorella's protein content of up to 90 percent contrasts with that of FPC at 80 percent, beef at 64 percent, eggs at 47





Using the great number of fish off the coast of Peru as a raw material, a booming fish meal industry has developed in the port of Callao which annually ships millions of tons abroad in the struggle against world hunger. The United Nations is helping Peru research methods of converting the valuable meal, being loaded above, into new foods. Peru and Japan accounted for one-third of the total 1965 world fish catch.

percent, soybeans at 33 percent, broad beans at 24 percent, potatoes at 6.4 percent, plantains at 2.8 percent, wheat flour at 11.5 percent, maize meal at 9 percent and sorghum at 9 percent. Plankton, barely used as human food now but a possible source of food on a large scale in the future along with algae, has only a 50-60 percent protein content, generally high in relation to other foods, but still less than pure algae.

While algae has been under research since the 1940's by various organizations and universities, it has already become a common item in Japan in such things as bread, cake, ice cream, and soup.

In addition to making the substance available for human consumption, studies have been made on the feasibility of growing algae to feed livestock. In "Attack on Starvation," nutritionist Norman Desrosier cites research showing that of all meats, chicken is the one most accepted by man in his diet; therefore, the author asks, why not examine the potentialities offered by growing chickens on algae?

In ten weeks, Desrosier says, a chicken becomes a plump broiler, ready for the pot. One-half pound

of algae daily would satisfy most of its nutritional needs; those few nutrients which the algae lacks could be developed in yeasts grown on the algae and fed with it to the poultry. At any rate, a total of five gallons of self-replenishing algae would be sufficient for the required period. At, for example, 10,000 broilers every ten weeks (50,000 broilers per year), all that would be needed is a 50,000-gallon tank of self-replenishing algae. If this sounds like too much, it is actually equivalent, says Desrosier, to a tank measuring only 10 by 20 by 30 feet.

The prospects are staggering. By comparison, the author explains, the use of land to grow grain with which to feed the same amount of chickens is out of the question: A young chick converts 2½ pounds of grain into one pound of bodyweight. Assuming a broiler's top weight to be 2½ pounds, the chicken must eat 6½ pounds of grain to get to that stage. Therefore, 10,000 chickens would need to eat 65,000 pounds of grain in the ten-week period, and the 50,000 chicks raised over the course of the year would require 330,000 pounds of grain.

The problem now is to grow this stupendous amount of chicken feed. Corn, often used, yields approximately 60 bushels, or 3,300 pounds, per acre in a good harvest. Thus, where a small tank of algae might feed these 50,000 broilers with ease, it would take about 100 acres of farmland, carefully tended and open to changes in weather, to feed the same number.

Carnegie Institute's Harold Milner has remarked that "We estimate that we can grow 40 tons of algae per year on every acre given over to algae culture equipment. This would be the equivalent of 20 tons of scarce and valuable protein and three tons of equally scarce fat per acre—astronomical rates, compared with production rates in agriculture."

Researchers have come up with some intriguing prospects for growing algae.

Dr. Harold B. Gotaas, of the University of California, experimentally grew algae on sewage ponds, heat-drying or cooking the algae to sterilize it, and fed it, with successful results, to cattle. He speculated that algae would allow the desert countries like Israel to raise milk-cows without even a square foot of acreage.

Some scientists have also suggested that there is no reason that algae should not be grown in open ponds and bays, rather than in specially-designed enclosures, so that the only process that would be necessary is the engineering involved in harvesting it.

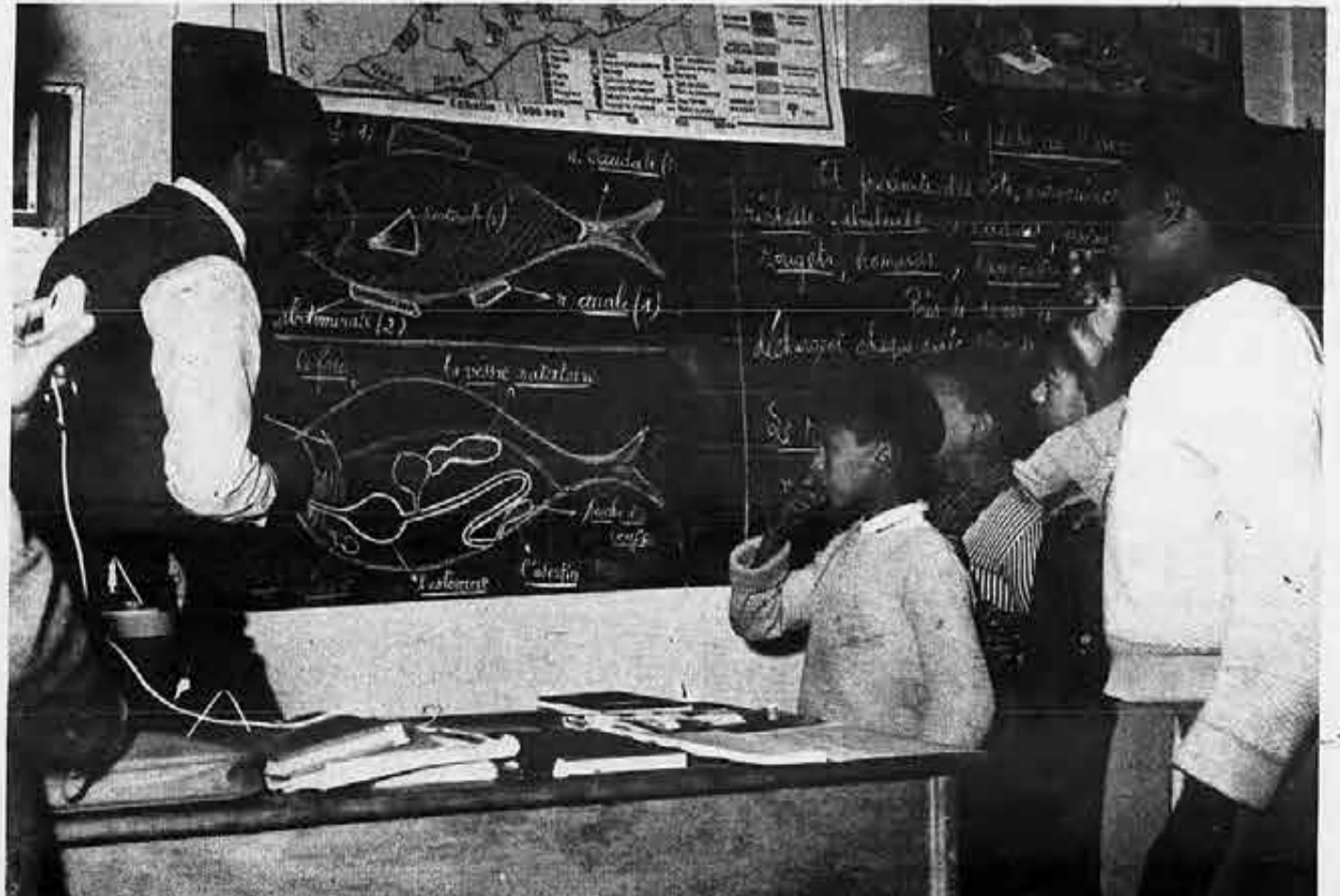
Other possibilities being researched include the use of a shrimp-like creature as long as a matchstick, known as krill, which feeds on the plankton in the unexplored southern sea, and thrives in immense densely-packed shoals.

It is the main food of the great southern whales, but since whale stocks have shrunk because of unscrupulous killing, the abundant krill has increased even more. Already, Soviet expeditions are gathering and processing krill on a large scale. Sir Alister Hardy, the British scientist, has estimated that within two decades krill may be making the greatest addition of the century to man's food supplies.

An even stranger method of undersea food production is suggested by the Rand Corporation: underwater farms with fish raised in pens like cattle, and huge fields of seaweed tended by frogmen who live for months at a time in submerged bunkhouses. Frank Hester, of the Bureau of Commercial Fisheries, has predicted that trained porpoises may even round up the fish into nets or traps.

It is clear that the vast and rolling sea presents one vital answer to world survival. The time has already arrived when we can no longer neglect the call of the late President John F. Kennedy:

"So long as freedom from hunger is only half achieved, so long as two-thirds of the nations have food deficits, no citizen, no nation, can afford to be satisfied. We have the ability, we have the means, we have the capacity to eliminate hunger from the face of the earth in our lifetime. We need only the will."



The Moroccan government began a campaign in 1960 to promote fish consumption and persuade citizens to enrich their diets through use of the nationally-produced fish flour which has a protein content of 80 percent. A big part of the program was to teach the value of fish consumption through health centers and school courses. Similar programs are in effect in other countries.

Supreme Court Rules Against CG In Probe of Seaman's Background

WASHINGTON—The Supreme Court of the United States has ruled that the authority of the Coast Guard to screen personnel of U. S. merchant vessels as to their beliefs or "social, educational or political associations" was not among those vested in the President by the Internal Security Act of 1950.

The finding by the high court struck down a decision of the U.S. District Court for the Western District which upheld refusal by the Coast Guard to validate the license of seaman Herbert Schneider, of Seattle, on security grounds.

Passed over President Truman's veto shortly after the outbreak of the Korean War, the Internal Security Act—known as the Magnuson Act—authorized the President, if he found the security of the United States endangered by subversive activity, to issue rules to safeguard all vessels in the territories or waters subject to the jurisdiction of the U.S. against destruction, loss, or injury from sabotage or other subversive acts.

Based on this, Truman was obliged to set up regulations which gave the Coast Guard authority to grant or withhold validation of papers granting seamen the right to serve on U.S. merchant vessels. He directed the Coast Guard not to issue such validation unless satisfied that the "character and habits of life of such person are such as to authorize the belief that the presence of the individual on board would not be inimical to the security of the United States."

Ashore For 15 Years

Schneider, who had worked ashore for 15 years, is now a qualified second assistant engineer on steam vessels. When he applied to the Coast Guard in October, 1964, for validation of his permit of license, he was required to fill out a questionnaire which, among other things, asked about his membership or participation in organizations which appear on the Attorney General's special list of subversive groups. After stating that he did not advocate the

overthrow of the U.S. government by force and answering other questions, he was told by the Coast Guard that more information would be necessary.

Schneider then admitted that he had once been a member of the Communist party and other organizations on the Attorney General's list but declared that he had quit these groups many years ago because he disagreed with their methods. He refused, however, to submit essay-type answers to questions concerning his present attitudes and beliefs on the grounds that "it would be obnoxious to a truly free citizen to answer the kinds of questions under compulsion that you require."

License Denied

The Coast Guard thereupon denied him his license and Schneider went to the three-judge District Court seeking declaratory relief that the Coast Guard's action under the Magnuson Act were unconstitutional and asking that the Coast Guard be enjoined from interfering with his employment on American-flag ships. When the District Court dismissed his complaint, he appealed to the Supreme Court.

In its 8-0 decision in favor of Schneider, the high court ruled that while Congress had authorized the executive branch to act in the prevention of sabotage, the government had exceeded this authority by inquiring into seamen's beliefs and associations before granting them merchant marine licenses.

"The Magnuson Act gives the President no express authority to set up a screening program for personnel on merchant vessels of the United States," declared the opinion written by Justice William O. Douglas, although "as respects any foreign-flag vessels the power to control those who 'go or remain on board' is clear."

Cites Constitution

Citing the first amendment to the Constitution which guarantees freedom of speech, assembly and associational freedom, the opinion held "that an unlimited and indiscriminate search of the employee's past which interferes with his associational freedom is unconstitutional."

"... The provisions of the Act in question speak only in terms of actions, not ideas or beliefs or reading habit or social educational, or political associations," the Supreme Court decision continued.

"The present case involves investigation, not by Congress but by the executive branch, stemming from congressional delegation," the judges said. "When we read that delegation with an eye to First Amendment problems, we hesitate to conclude that Congress told the Executive to ferret out the ideological strays in the maritime industry. The words it used, 'to safeguard... from sabotage or other subversive acts'—refer to actions, not to ideas or beliefs."

Justice Thurgood Marshall, who was Solicitor General during earlier stages of the Schneider case, did not participate in the high court's unanimous decision.

House Committee Rejects Standard Container Sizes

WASHINGTON—The House Rules Committee approved a bill on January 23 that would prevent the Government from standardizing container sizes for ships in the foreign trade. The bill has already been passed by the Senate.

Representative Edward Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, testified to the Rules Committee that the Government, and the Maritime Administration in particular, should not be allowed to authorize and promote certain sizes that "might arbitrarily express preferences for shipborne cargo containers of certain lengths, heights, and widths," especially while containerization is "still in its infancy."

Representative Thomas Downing (D-Va.), urging passage of the bill, said it was important to the development of containerization.

Opposition, as expressed through MARAD, the Commerce, Transportation and Navy departments, has centered on the need for standardization which they claim would facilitate the interchange of freight and equipment between different modes of transportation.

The issue has brought two companies, the SIU-contracted Sea-

Land Service, and the SIU-Pacific District contracted Matson Navigation Lines, into direct conflict with the standard system advocated by MARAD for about ten years. The two companies have developed their own container systems in their domestic services to Puerto Rico and Hawaii, respectively, and have each moved into the foreign container trade.

While the Massachusetts Port Authority testified that container standardization would cut Sea-Land's carriage of defense cargoes which it now loads in Boston, Representative Thomas Pelly (R-Wash.) pointed out that container standardization would "play havoc" with Matson's service to Seattle.

In addition to forbidding the Defense Department from designating specific container sizes, except when the Secretary of Defense certifies that such a move is a military necessity, the bill would also bar MARAD from pressuring companies into standardization by withholding such Government aid as subsidies for containership construction and mortgage-insurance.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Alcoa Steamship Company will shortly close its New Orleans office. The company said that it will discontinue operating offices here at 1 Canal Street, where they have been since 1947. W. E. Hinman, in charge of operations, said that the company's business will continue to be conducted in New Orleans, but a location has not yet been selected.

Alcoa will continue to operate

its Mobile office and its agent connection with Houston.

New Orleans

Verne Frederiksen would like to get back on the *Del Norte* as soon as the strike is over. An oiler, Verne is taking it easy on the beach.

George Duncan is looking forward to another trip to South America. He recently signed off the *Del Sud*.

Edgar Harman is looking forward to an oiler's slot on the *Del Sud* as soon as the strike is over.

Alfredo Del Valle had an engine utility job aboard the *Del Norte* for eight months.

Houston

Shipping is picking up here and we have just crewed-up the *Jacksonville*, a Sea-Land trailership. In transit are the *Santore*, *Transerie*, *Transuperior*, *Penn Carrier*, *Young America* and *Falmouth*.

"Red" Brady has just returned from a long trip to Vietnam and will be shipping as soon as he's had a rest.

Mobile

Ralph Taylor is registered for another steward department slot after a stay as second cook on the *Del Oro*. A member of the SIU since its inception, Ralph makes his home in Mobile.

After a good voyage as deck maintenance on the *Alcoa Marketer*, Bob Broadus is registered for another job. He has sailed 20 years in all deck ratings.

New SIU-Manned Tug Shoves Off



The *Town Point*, newest tug in the fleet of Curtis Bay Towing Company, was christened recently at the Battery in New York City. Manning tug are members of the SIU Inland Boatmen's Union.

The new tug is 99-feet long and has a unique five-blade propeller. She is operated by 2,360 HP diesel engine.



Dan Haase, deck, and Captain F. X. Thomas relax before tug heads for destination in Norfolk, Virginia.



The *Town Point's* engine department features latest equipment. Russel D. Newberry makes sure that things are shipshape before tug leaves New York.

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Welcomed to Pension Ranks



Adam Swiszczowski (right) received his first pension check from patrolman Jack Caffey in the New York hall recently. He joined the SIU in 1943 and sailed as AB. His last ship was the Oakland.

Senator Drafts New Bill For Poultry Inspection

WASHINGTON—Comprehensive new legislation to plug the loopholes and correct other inadequacies in existing inspection programs for poultry, eggs and fish is being prepared by Senator Walter F. Mondale (D-Minn.).

Mondale said that according to evidence which has come to his attention thus far, "the potential danger to public health in these foods is as serious if not worse than was the case with non-federally inspected meat."

One of the principal draftsmen of the labor-backed Wholesome Meat Act passed last year, the senator said the standard adhered to in the meat bill was that "there can be no compromise on the public health and that the consumer has a right to expect that all meat is safe and wholesome" and "I see no reason why we should be content with lower standards for fish, eggs and poultry."

Therefore, he said, "the legislation I will propose will provide for these foods a level of protection at least equal to that provided for meat by the Wholesome Meat Act."

Mondale's plans were outlined in letters—made public by his office here—to consumer-crusading author Ralph Nader and a reporter who exposed a health problem in his home state of Minnesota. The reporter brought public attention to the fact that 6,000 pounds of egg whites, falsely labelled as pasteurized, were found to contain salmonella, fecal streptococci, and a contamination count ten times higher than that found in raw sewage.

Although his new bill will follow the general outlines of the meat law, Mondale noted some particular problems that need attention.

Warns of Egg Solids

For example, whole eggs which are rotten or decayed are easily spotted by sight or smell "but those broken and processed into egg solids for use by bakeries, institutions, schools or prepared food manufacturers" are almost impossible to detect.

A prime illustration of the dangers encountered through inadequate inspection of fish, Mondale noted, is the fact that the general quality of frozen fish products is "dismal." A Consumers Union study in 1961 revealed that "82 percent of frozen shrimp tested contained staphylococci."

As for poultry products, he said, those inspected by the federal government appear—as do similarly inspected eggs—to be adequately safe. "But only 87 percent of all the poultry sold in the United States is subjected to federal inspection and action is needed to bring the rest either under federal inspection or under state programs which are at least equal to the federal system," Mondale concluded.

State inspection programs for poultry—as was the case with meat—are generally poor if they exist at all, according to the Amalgamated Meat Cutters and Butcher Workmen Union, and about a billion pounds of poultry products are processed annually outside the jurisdiction of federal Poultry Inspection Act which was passed in 1957 with the support of labor and consumer groups.

Arnold Mayer, the Meat Cutters' legislative representative, said in a recent radio interview that "we have not heard of a single state program that is as effective as the federal inspection program" and noted that "only five states even claim to have . . . mandatory inspection."

AFL-CIO Supports 'State of Union' Goals

Johnson Urges Congress 'Act Now' On Jobless, Housing and Education

President Johnson called on Congress to "act now" to create jobs for the hard-core unemployed, to rebuild America's cities and improve the health, housing, safety and educational opportunities of its people.

The nation has the resources and strength to do all this without abandoning its commitment in Vietnam, the President said. And, he affirmed, the American people "have the will to meet the trials these times impose."

Johnson's State of the Union Message was "realistic" and "hard-hitting," AFL-CIO President George Meany declared.

Meany said the AFL-CIO is "especially pleased with the President's proposals to increase funds for job training; to help those who live in slums through an extensive housing program and a billion-dollar model city program; for increased funds for the poverty program; and his child health program for the nation's poor. We are delighted, as well, to see the continued effort to help the nation's consumers.

Meany reiterated labor's full support of the President's "quest for peace with honor in Vietnam."

The President spoke to a Congress which last year rebuffed or cut back many of the domestic programs he advanced and which ignored his request for a tax increase. The President stressed that a tax hike is more urgent than ever.

The President spoke with pride—but briefly—of the prosperity and abundance in the nation, of "higher paychecks" and "humming factories."

Persistent Problems

But his stress was on the need to make it possible for all to share in the nation's abundance. Johnson talked to the American people of the persistent problems of unemployment, of violence in cities, poor housing, low pay for farm workers, rising health costs, pollution.

Here is what the President asked Congress to do and the American people to support in major domestic areas:

● **Jobs**—"This year, the time has come when we must get to those who are last in line—the hard-core unemployed—the hardest to reach."

There are an estimated 500,000 such persons, Johnson said, and the Administration's goal is to place them in private industry jobs within the next three years.

He proposed a \$2.1 billion manpower program in the coming fiscal year, a 25 percent increase over this year. "Most of this increase will be used to start a new partnership between government and private industry to train and to hire the hard-core unemployed."

● **Model Cities**—Johnson reminded Congress that last year it had appropriated less than half of the \$662 million he asked to help meet "the crisis in the cities of America." This year he is asking for \$1 billion for the model cities program.

● **Housing**—The President will propose a 10-year program to build six million new housing units for low and middle-income families. Only 530,000 such units were built during the past 10 years, Johnson stressed. The first-

year goal is 300,000 units, "three times more than last year."

● **Child Health**—The United States, despite its vast resources, ranks only 15th among the nations of the world in "saving the lives of babies," Johnson noted. He asked for "a child health program to provide, over the next five years, for families unable to afford it—access to health services from prenatal care of the mother through the child's first year."

● **Consumers**—Johnson asked completion of action on truth-in-lending, gas pipeline safety and other pending consumer bills. He will also propose new safeguards to insure the quality of fish and poultry. He will call for new powers for the Federal Trade Commission to act against swindlers, for a major study of auto insurance and for protection against hazardous radiation from television sets.

● **Crime**—The President reiterated his call for federal grants to help local police forces combat crime and said he now wants \$100 million for this "critically needed" program, double last year's budget request. He called for a gun control law "to stop the trade in mail order murder." And he asked strengthening of the Drug Control Act.

● **Civil Rights**—Johnson urged action on the pending civil rights bill—"fair jury trials, protection of federal rights, enforcement of equal employment opportunity, and fair housing."

● **Education**—"I shall recommend an Educational Opportunity

Act to speed up our drive to break down the financial barriers that are separating our young people from college."

● **Program Funding**—The President called for more money than Congress appropriated this year for the anti-poverty program and for anti-pollution efforts.

On the economy as a whole, Johnson predicted steady economic growth this year "if we are vigilant."

The chief danger, he warned, is spiraling prices and higher interest rates, resulting in "a slump in home building and a continued erosion of the American dollar."

Continued failure of Congress to act on a tax increase, the President declared, would be a "tragedy."

The President called on "the leaders of American business and the leaders of American labor" to "act responsibly, and in the nation's interest, by keeping increases in line with productivity. If our recognized leaders do not do that, they and those for whom they speak and all of us are going to suffer very serious consequences."

Johnson said his budget will call for \$10 billion more in spending than the current fiscal year's budget. Virtually all the increase is in mandatory programs, including military spending and interest payments.

If the tax increase is approved by Congress, Johnson said, the budget deficit will be reduced to a manageable \$8 billion. Without a tax rise, he said, it would be about \$20 billion.

The Great Lakes



by Fred Farnen, Secretary-Treasurer, Great Lakes

The big event on the lakes this year should be the opening of the new lock at Sault Ste. Marie, Michigan, replacing the old Poe Lock. The new lock has been constructed by the corps of engineers and will be 1,200 feet long, 110 feet wide.

The lock will permit passage of vessels 1,000 feet long, 105 feet in beam and drawing about 30 feet of water. The cost of the new lock, expected to open to navigation by mid-June, is estimated at \$42 million.

Canadian and foreign-flag vessels are expected to derive greater benefit than U.S.-flag ships since Canadian operators have been assisted by Government subsidies in the building of giant ore and grain carriers. This was greatly influenced by the new lock.

During the same period, no new vessels have been built by U.S.-flag operators.

Cleveland

We've paid off some more ships and their crews scattered to all parts of the country. The Boland ships keep their engine gang around for awhile, however.

A lot of guys are seeking help in filling out their vacation applications and the processing of checks has kept us pretty busy.

This was a banner year for shipping and a man coming in for a ship got a job in a hurry. Among the men reporting in for the winter are Jim Kissick and Andy Treshchak.

Frankfort

We can use some AB ratings, as the flu bug has really hit us hard here. The Christmas dinner at the Hostess Cafe attracted 120 adults and 41 children.

Ellen Gaines, cabinmaid on the Viking, was stricken with illness on December 17. She was hospitalized in Paul Oliver Hospital and would like her friends to visit her.

Duluth

Fred Leske received an oiler's rating and Dan Brown got a FWT endorsement through Duluth upgrading in recent weeks.

Larry Curnow, AB, who broke his leg in November, came by the hall for his M/C check. Bob Dav is the proud father of a baby girl.

SIU Member Joins Author Ranks With Publication of New Book

Walter Snell, a veteran of the deck department, has joined the ranks of Seafarer-authors, with the publication of a new book entitled "Discard Equals Jackpot." In addition to a long sailing career, Brother Snell has a wide background as a trade unionist and writer-editor.

Brother Snell told the LOG that the book's cover will ask potential readers "are you one of the millions of lucky people who will gain more than a thousand dollars each, simply by reading this book? The work, which is non-fiction, is based on a long-held theory of Brother Snell's. He has, he stated, "based his thesis upon well-established, predictable patterns of human behavior."

In advancing the theories advocated in his book, he has considered the possibilities that some will question his credibility. If some find my claims preposterous, "they should yell 'cheat' and expose it as a swindle. If however, they do find it totally credible, and they will, then they should help promote it as enormously worthwhile."

Temporarily Secret

When asked what, specifically, is the book about, Brother Snell stated that "you don't reveal the solution to a mystery on the cover. Not that "Discard Equals Jackpot" is intended as a mystery, this particular point is psychologically delicate, therefore, temporarily secret."

According to the publisher, Carlton Press, the book describes "clearly and interestingly how man's unending quest for the proverbial pot of gold, combined with his logic and common sense, is creating a new, permanent, nationwide, multimillion dollar industry." The book, Carlton states, "may or may not make you rich, but it will convince you that it truly has hit the jackpot for millions of people."

In general, the book will show, Brother Snell said, how people have been neglecting and discarding highly useful materials which can now be used as a source of income. Brother Snell stated that he wrote a score or more versions of the book on some SIU ships he sailed on. "A number of Seafarers are familiar with my idea and even read and constructively

For the Sweet Tooth



In addition to his duties as chief cook and steward department delegate, Willie Houseton bakes a cake as well as anyone, fellow crewmen on Selma Victory agree.

criticized parts of the work."

When Brother Snell joined the SIU in 1952, he had completed two hitches in the Navy. While in the Navy, he served on the Reina Mercedes under Captain, later Admiral, "Bull" Halsey. In his early days at sea, he was active in seaman organizing campaigns on both coasts.

In addition to his sailing, he has gained wide experience in the labor field, both as writer and office-holder. In the 1930s, he helped to organize the Western Electric Employee's Association, Inc. This was the largest labor union in New Jersey and a forerunner of one of the International Brotherhood of Electrical Workers largest locals. Brother Snell was treasurer of the union for awhile.

This union, Brother Snell pointed out, was the first real labor union representing the telephone industry. It's officials helped set up an amalgamated nationwide union called The National Committee of Communications Equipment Workers. As an elected delegate from his union to the national committee, he helped bargain for over 100,000 workers.

Because of the need to organize all workers, Brother Snell said, regular meetings were held for workers all over the North Jersey area to learn the basic procedures for organizing local unions. He helped organize and negotiate for recognition contracts, hours,

wages and working conditions for newly organized groups in Jersey.

However, he considered his most important contribution was as editor of the Association News, the official union publication. A monthly, it was delivered free to union members and affiliated unions. Brother Snell is proud of the fact that the paper won awards and the praise of other labor papers, while he was editor.

He also gained writing experience as co-editor of the Telephone Worker, organ of the National Federation of Telephone workers. A monthly, it was sold on newsstands throughout the United States. Brother Snell has also taken an occasional stab at poetry.

With the outbreak of World War II, he re-enlisted in the Navy as an apprentice seaman and moved up quickly to chief boatswain's mate. Brother Snell saw combat in the Iwo Jima and Okinawa campaigns. In between Navy service and sailing with the SIU, he took a fling at farming for a while.

Brother Snell has been involved in many SIU organizing drives and has never hesitated to volunteer for picket duty. His experience has gained him election as ship's delegate on practically every ship he sails on. His last ship was the Overseas Joyce.

A native of Ashland, Alabama, Seafarer Snell lives in Newark with his wife, Helen.

PERSONALS

Money Due

The following SIU members should immediately contact the office of Sol C. Berenholtz, 1845 Maryland National Bank Building, Baltimore, Md. 21202, in order to collect wages for a trip on the Jean for the period of January 3, 1964 to May 18, 1964.

Richard S. Asmont, Francis M. Clawson, George Dakas, James M. Davis, Marius Del Prado, Eugene C. Hoffman, Marshall V. Howton, Francis X. Keelan, Armando Lupari, Hazel L. McCleary, Gerald R. McLean, Reginald Newbury, Jeremiah E. Roberts, Arthur Rudnicki, Joseph Wagner, and Robert F. Wurzler.

— ⚓ —
Conrad Taylor

Please contact your mother at 7201 N. W. 11th St., Hollywood, Fla. 33024, as soon as possible.

— ⚓ —
Charles Doroba

Please get in touch with your sister and brother as soon as possible. It is urgent that they get in touch with you.

— ⚓ —
Joseph M. Duffy

Please contact your daughter, Mrs. Lorraine Mulroz, at 1124

40th St., Brooklyn, N. Y. 11218. She is anxious to hear from you.

Edward Giordano

Please contact your wife, Odesa, at Box 267, Stockton, N. J. 08559, as soon as you possibly can.

Leo Atschul

Please contact Mrs. William Roesch at 99 Grattan St., Brooklyn, N. Y. 11237, in regard to an important matter.

Lifeboat Class No. 192 Graduates



These Seafarers have just received a lifeboat ticket after passing Coast Guard examinations. The men attended the Harry Lundeberg School of Seamanship in Brooklyn. In the front row (L-R) are: Tom Leavey, Ken Walmsley, Vinnie Maroney, John Lynn. In rear: Instructor Paul McGaharn, Fred Shiferdek, Doug Pillow, Joseph Kisten, Stephen Schulberg, Richard Carbone. They graduated December 26.

FINAL DEPARTURES

Homer Paschall, 53: A heart condition claimed the life of

Brother Paschall, December 31, at the USPHS Hospital, New Orleans. He was born in Texas and made his home in Corpus Christi, Texas. Brother Paschall joined the SIU in Galveston, Texas, and sailed for over 20 years. He sailed as FOW and his last ship was the Globe Explorer. Burial was in City Cemetery, Kennedy, Texas.



buried in Cypress Lawn Memorial Park, Colma, Calif.

Henry Hill, 75: Brother Hill passed away on December 7 at his home in Mobile. At the time of death he was on an SIU pension. A native of Pensacola, Fla. he was a long-time resident of Mobile. Brother Hill joined the Union in that port in 1938. He sailed as a cook and baker. His last ship was the Penn Trader. Surviving is his wife, Alma. The burial was held in Oaklawn Cemetery, Mobile.



Edgar Sinnott, 56: Death claimed Brother Sinnott on December 4 at Daly City, Calif. He was born in Chelsea, Mass., and resided in Daly City. A member of the deck department, he shipped as an AB and was qualified to sail as a bosun. His last ship was the Elizabethport. Brother Sinnott joined the SIU in San Francisco. He is survived by his wife, Bernice. The body was



Oscar Dufrene, 58: Brother Dufrene died on December 22 at the USPHS Hospital, New Orleans. He was born in Lockport, La., and sailed in the deck department. Brother Dufrene joined the Union in the port of New Orleans and made his home in that city. He was employed by Coyle Lines, Inc. Surviving is his wife, Beatrice. The burial was in St. Patrick's Cemetery, New Orleans.



John Darwin, 55: Brother Darwin died on Dec. 22 at the USPHS Hospital in Galveston, Texas. He joined the Union in Port Arthur, Texas. Brother Darwin was born in Little Rock, Arkansas, and made his home in Vidor, Texas. He was on an SIU pension at the time of death. Seafarer Darwin had been employed by the Sabine Towing Co. Surviving is a son, Travis Darwin, of Vidor. The burial was in Morris Cemetery, Buna, Texas.



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

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

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Thanks Union For Assistance

To The Editor:

I want to thank everyone in the Union from the bottom of my heart for all the help and attention. May the Lord bless you with a wonderful year.

Sincerely,
Mrs. George Pitour
Long Island City



S. African Unionist Enjoys the Log

To The Editor:

Through the good offices of the American Consulate here, I receive periodically, a copy of your publication "Seafarers Log" and must congratulate you on the amount of information you disseminate to your membership.

Would you please accept my congratulations on the magnificent work you have done and are doing for the seafaring man.

Sincerely,
A. Espie
Secretary-Treasurer
Trade Union Council of
South Africa

LETTERS To The Editor

Raps Govt. Maritime Policy

To The Editor:

Exactly what kind of a national maritime policy have we got, anyhow? I find it hard to believe that the government agency which is entrusted with the maintenance of America's fourth arm of defense can be so blunder-headed.

First they let the fleet dwindle to the point that the U.S. is only 16th in world shipping; can you believe it? In time of war—right now in Vietnam—the mighty fourth arm of America's defense has to consist of merchant ships pulled off their commercial runs because there aren't enough U.S. ships to go around for all our needs. Some of these ships, which are absolutely vital to carrying men and supplies to Vietnam, have been known to break down right in Vietnam's harbors or channels, as the Alice Brown did last February when she nearly blew up and took a port with her.

Then the government raises no objection to our ships "running away" to other flags so that they don't have to provide decent wages or benefits or ship safety standards for their crews. Not only that, but these run-away ships, which operate at less expense than U.S.-flag ships, end up competing with our ships, and probably winning. What kind of sense does this make?

And what of our huge balance of payments deficit? Billions of dollars could be brought into this country by a healthy U.S.-flag fleet, yet the administration does nothing to build it up; not only that, but Johnson then proposes clamping down on overseas travel in order to stop money from going out because of the deficit.

At the same time, if MARAD

and the Johnson Administration pumped vigor back into our dying merchant marine, shipbuilding and all its related jobs would swing back into high gear, providing thousands of new jobs and helping the American economy even more.

As though all these negative actions of the Government are not enough, why in the world did MARAD have to go and top it all off with the new subsidy rates that, in effect, penalize the shipping companies who are trying to modernize and strengthen the fleet?

This is ridiculous. Worse, it's assinine. What's going on?

Fred Cottrell



Real People, Not Machines

To The Editor:

They are people, not stainless steel machines or invaders from some other world. The farm workers at Giumarra vineyards in California are people, and that is what California seems to forget. What kind of mentality exists in Governor Reagan, what sort of compassion can he have, when he not only allows Mexican strikebreakers to take over the work of striking vineyard workers who desperately need higher wages, but even goes so far as to send a work force of convicts in to pick crops so that he doesn't have to listen to the legitimate workers' pleas for decent living conditions?

What sort of scruples, let alone a sense of humanity, can the mayor of Delano have when he tries to destroy the career of a lone dentist who offers his free services to the Giumarra workers out of plain sympathy for his fellow man?

People—not inanimate unfeeling machines—are the concern of unions. The unions consist not only of organized "labor," but of people—people like you and me—people who have to live. Is that so hard to understand?

Jeff Kennedy



President Ignores Shipping Lag

To The Editor:

President Johnson's State of the Union message was clear on at least one item: He doesn't plan to do much to beef up our sagging merchant marine.

The only references he made to ships were in his remarks about the "ship of state" in "troubled waters," and "that we launch with other nations, an exploration of the ocean depths to tap its wealth and its energy and its abundance."

Point two is well and good, but what about the ship we need to boost our economy, to aid our soldiers around the world when they need it, to get rid of much unemployment, and to make America a strong maritime nation once again. Not one word in his speech concerned these things.

It is indeed fortunate that there are quite a few Congressmen who are providing the important Maritime leadership that the Administration has failed to do.

Craig Goodwin

SIU Cook Mixes Seafaring Career With Role on TV's 'Peyton Place'

If a Seafarer should turn on his TV set some night and see the old movie, "Take Me Out To The Ballgame," he might recognize the man playing the program seller at the ballpark. He has the line, "Get your program for today's game." The actor's name is Abe Rosen and when not acting in movies and television, he's dishing out the chow as a cook with the SIU.

"I started acting in 1931," Abe told the LOG. Among the major stars he appeared with are Errol Flynn, Frank Sinatra, Clark Gable, Barbara Stanwyck, and Lana Turner. Abe got his acting start because he was in the right place at the right time. "I was working as a candy butcher" for a circus, when a movie company came along to film "Circus Clown," with Joe E. Brown, explained Abe. The director's name was Frank Madison and he thought Abe would be OK in a bit part. Since then, he's been a bit player, walk on, stuntman and supporting player. He is known professionally as Al Rosen.

Perhaps the most interesting aspect of his career was the time he spent as a stuntman. "I'm too old for it now—it's a job for a young man," Abe emphasized. But during his career he performed many dangerous stunts. Popcorn munchers have seen him fall from horses, engage in fight scenes, go through windows and dive from a rock into the water.

Had Close Calls

"Stunts are planned and the key is timing," said Abe. "When the timing is off, that's when you get hurt." Abe almost got hurt filming "The Charge Of The Light Brigade," a Warner Brothers epic with Flynn and Olivia De Havilland. During a charge scene, the horse Abe was riding stumbled and Abe fell down with other horses "jumping all around me." It was pretty close, Abe admitted.

In addition to "Charge Of The Light Brigade," Abe appeared with Erroll Flynn in "Dodge City" and "They Died With Their Boots On," a Warner Brothers



Abe Rosen, known in Hollywood as Al Rosen, helps prepare lunch for Seafarers while Rice Victory pays-off recently in New York. Between acting jobs in movies and TV, Abe sails as second cook.

version of the Custer massacre. Both movies co-starred Miss De Havilland.

In spite of much adverse publicity regarding his escapades, Abe has fond memories of Flynn. He was very "congenial," Abe recalled.

He has appeared with a number of actors whose faces, if not names will ring a bell with frequent watchers The Late Show. "I played opposite Dick Foran, Lyle Talbot, Robert Armstrong and Bruce Cabot. In Dodge City, I played a badie, one of Bruce Cabot's henchmen. I used to see Armstrong at Hollywood Stars baseball games in the days before the Dodgers." Another of his fa-

vorites is Barbara Stanwyck, whom he remembers as "a nice person."

Abe appeared with Gable and Lana Turner in "Homecoming" for MGM. I also made Broadway Hostess' with Alan Jenkins, a name the oldtimers will remember," he said. On TV, Abe's done spots on "The Loner" and "Peyton Place," among others.

A member of the Screen Actor's Guild, Abe explained that the way you get work in Hollywood is to "get yourself known around town. Hustle around the studio, look up producers and casting directors. After a while, they get to know you."

Circus Veteran

Abe has also appeared "off and on" with circuses. He's worked for the famous Ringling Brothers, Barnum and Bailey Circus and smaller ones like Cole Brothers and Haganbach-Wallace. "A circus is like a musical comedy today," Abe believes. They play in arenas now, he pointed out, instead of the tents and open lots. Also, travel by trailer has replaced the trains.

By 1950, movies were losing business to TV and things were "slow," so Abe went back to his hometown, Baltimore. I ran into old buddies like Eli Hanover (now an SIU Baltimore patrolman) and I thought I would go back to sea. I sailed off and on and consider the sea my fulltime job now, although I still intend to do some acting."

As a young boy, Abe lived by the Baltimore Waterfront. "I met some ship's chandlers and they sort of got me interested in the sea. One summer, I worked as a messboy." In his younger days, he sailed on some Norwegian and Canadian ships. During World War II Abe served in the Army.

Abe joined the SIU in 1951 in Baltimore. He recently completed a trip on the Rice Victory. He lives with his wife, Sarah, whom he married in Bombay, India, in Los Angeles.

Good Haul on the Transsuperior



During a recent voyage of the Transsuperior (Hudson) to Bombay, India, Bob Zolnierz (L) and Glen Stephens spent their spare time fishing. From the looks of things, they had good luck. The ship recently paid a visit to Duluth, where some Seafarers paid-off. Brother Zolnierz was OS, while Brother Stephens sailed as an AB.

COTTONWOOD CREEK (Oriental Exporter), January 8—Chairman, R. H. Small; Secretary, E. H. Jackson. Brother R. H. Small was elected to serve as ship's delegate. Motion was made to find out what progress has been made on the pension plan. No beefs and no disputed OT was reported.

LONG BEACH (Sea-Land), December 24—Chairman, Sanford Kemp; Secretary, Sanford Kemp. Motion was made that the Seafarers International Union come up to par with other unionized maritime unions in a 20-year bust-out retirement plan, without any further delay. Brother Sanford Kemp was elected to serve as ship's delegate, secretary and treasurer.

STEEL RECORD (Isthmian), December 17—Chairman, J. L. Bourgeois; Secretary, P. S. Holt. Brother R. C. Barnes was elected to serve as ship's delegate. Vote of thanks was extended to the steward department. No beefs were reported by department delegates.

YORKMAR (Calmar), December 11—Chairman, Emanuel D. Jones; Secretary, Sidney A. Garner. No beefs and no disputed OT reported by department delegates. Brother Yawman Sumant was elected to serve as ship's delegate.

ALCOA VOYAGER (Alcoa), January 14—Chairman, A. Bjornson; Secretary, M. P. Cox. \$25.35 in ship's fund. Brother B. Butler was elected to serve as ship's delegate. Some disputed OT in engine department, otherwise no beefs were reported by department delegates.

LUCILE BLOOMFIELD (States Marine-Isthmian), December 30—Chairman, Scotty Quinlivan; Secretary, George Dick. Brother Alfred D. Allain, Jr. was elected to serve as ship's delegate. \$11.35 in ship's fund. No beefs were reported by department delegates.

DIGEST of SIU SHIP MEETINGS

MERIDIAN VICTORY (Waterman), January 21—Chairman, E. A. Anderson; Secretary, Willie Bragg. No beefs were reported by department delegates. Vote of thanks to the ship's delegate for a job well done. Vote of thanks to the steward department.

CLAIBORNE (Sea-Land), January 13—Chairman, Edward Kelly; Secretary, James K. Pursell. No beefs reported by department delegates. Everything is running smoothly. All members voted unanimously for headquarters to negotiate for 20-year bust-out plan, in 1968. Discussion held regarding Group 3 men not getting raise as other ratings. It was suggested that headquarters negotiate for a raise for these men. Vote of thanks was extended to the steward department.

ALCOA MARKETER (Alcoa), January 7—Chairman, Charles J. Burns; Secretary, S. Kofina. Brother Bernard Falk elected as ship's delegate. All members agreed to donate fifty cents to ship's fund. Vote of thanks to the steward department for a job well done.

SANTORE (Venore), January 8—Chairman, Fred Fagan; Secretary, T. A. Jackson. Few beefs disputed OT in deck department. Motion made to ask headquarters to inform the membership, via Seafarers Log, of any current negotiations or plans for 20-year retirement pensions. Vote of thanks to the steward department for a very fine Thanksgiving and Christmas dinner.

HENRY (American Bulk Carriers), January 8—Chairman, Bill Joiner; Secretary, James R. Abrams. No beefs were reported by department delegates. Brother Frank R. Cottonigh was elected to serve as ship's delegate.

KYRKA (Waterman), January 15—Chairman, George Bank; Secretary, Sherman Wright. Disputed OT in each department to be squared away. Vote of thanks to the entire steward department for the wonderful holiday meals.

EAGLE VOYAGER (United Maritime), January 2—Chairman, John C. Reed; Secretary, Robert Hyer. Ship's delegate reported that everything is running smoothly, and was given a vote of thanks by the crew. Brother Pete Dolan was elected to serve as ship's treasurer. Vote of thanks to the steward department for a job well done.

POTOMAC (Empire), January 6—Chairman, Richard Schomm; Secretary, James Winters. No beefs were reported by department delegates. Motion was made that any dues paying member with 12 years sea service on SIU-contracted ships, a total of 20 years counting sea service, may retire at any age. Discussion held as to why unrated men did not receive a pay raise.

AMERIGO (Crest Overseas), December 18—Chairman, John Hoggie; Secretary, John Hoggie. Motion was made that maintenance and cure should be \$15.00 per day instead of the \$66.00 now paid which is not enough due to the higher cost of living. Motion made that \$300.00 per month pension be paid for those with 20 years in the Union, and retirement at any age. Motion made for day to day pay, and extra wages added to monthly pay when ship is on foreign article. No beefs were reported by department delegates.

LOMA VICTORY (Delta), December 31—Chairman, Otto Pederson; Secretary, Cecil Futch. Ship's delegate reported that everything is running smoothly with no beefs or disputed OT.

CITADEL VICTORY (Waterman), January 21—Chairman, John Samuels; Secretary, Otic Parker. \$45.00 in ship's fund. No beefs and no disputed OT reported by department delegates. Vote of thanks was extended to the steward department, to the radio operator for his kindness, and to the Master for his cooperation.

TRANSARTFORD (Hudson Waterways), January 21—Chairman, Armando DuBon; Secretary, Armando DuBon. Some disputed OT in deck department to be settled by patrolman.

ANNISTON VICTORY (Waterman), January 14—Chairman, C. R. Myrick; Secretary, W. J. Pich. No beefs were reported by department delegates. Crew request that the boarding patrolman check the aloft chest.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans Mar. 12—2:30 p.m.
 - Mobile Mar. 13—2:30 p.m.
 - Wilmington Mar. 18—2:00 p.m.
 - San Francisco Mar. 20—2:00 p.m.
 - Seattle Mar. 22—2:00 p.m.
 - New York Mar. 4—2:30 p.m.
 - Philadelphia Mar. 5—2:30 p.m.
 - Baltimore Mar. 6—2:30 p.m.
 - Detroit Mar. 8—2:30 p.m.
 - Houston Mar. 11—2:30 p.m.

- Great Lakes SIU Meetings**
- Detroit Mar. 4—2:00 p.m.
 - Alpena Mar. 4—7:00 p.m.
 - Buffalo Mar. 4—7:00 p.m.
 - Chicago Mar. 4—7:00 p.m.
 - Cleveland Mar. 4—7:00 p.m.
 - Duluth Mar. 4—7:00 p.m.
 - Frankfort Mar. 4—7:00 p.m.

- Great Lakes Tug and Dredge Region**
- Chicago Mar. 12—7:30 p.m.
 - †Sault St. Marie Mar. 14—7:30 p.m.
 - Buffalo Mar. 13—7:30 p.m.
 - Duluth Mar. 15—7:30 p.m.
 - Cleveland Mar. 15—7:30 p.m.
 - Toledo Mar. 15—7:30 p.m.
 - Detroit Mar. 11—7:30 p.m.
 - Milwaukee Mar. 11—7:30 p.m.

- SIU Inland Boatmen's Union**
- New Orleans Mar. 12—5:00 p.m.
 - Mobile Mar. 13—5:00 p.m.
 - Philadelphia Mar. 5—5:00 p.m.
 - Baltimore (licensed and unlicensed) Mar. 6—5:00 p.m.
 - Norfolk Mar. 7—5:00 p.m.
 - Houston Mar. 11—5:00 p.m.

- Railway Marine Region**
- Philadelphia Mar. 12—10 a.m. & 8 p.m.
 - Baltimore Mar. 13—10 a.m. & 8 p.m.
 - *Norfolk Mar. 14—10 a.m. & 8 p.m.
 - Jersey City Mar. 11—10 a.m. & 8 p.m.

- United Industrial Workers**
- New Orleans Mar. 12—7:00 p.m.
 - Mobile Mar. 13—7:00 p.m.
 - New York Mar. 4—7:00 p.m.
 - Philadelphia Mar. 5—7:00 p.m.
 - Baltimore Mar. 6—7:00 p.m.
 - †Houston Mar. 11—7:00 p.m.

DIRECTORY of UNION HALLS

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

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Robert Matthews

SECRETARY-TREASURER
Al Kerr

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- BOSTON, Mass. 177 State St. RI 2-0140
- BUFFALO, N.Y. 735 Washington St. SIU TL 3-9259 1BU TL 3-9259
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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)

— ⚓ —

Jamestown Sterling Corp.
(United Furniture Workers)

— ⚓ —

White Furniture Co.
(United Furniture Workers of America)

— ⚓ —

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

— ⚓ —

Baltimore Luggage Co.
Lady Baltimore, Amelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)

— ⚓ —

"HIS" brand men's clothes
Kavnee Boysewear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers
of America)

— ⚓ —

R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)

— ⚓ —

Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)

— ⚓ —

Comet Rice Mills Co. products
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)

— ⚓ —

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

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

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

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

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

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment to 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.

The Bowling Green Goes to Newport

Recently, the *Bowling Green* (Pan American) docked at Newport in Vietnam. While waiting for the cargo to be unloaded, Seafarers aboard were able to learn a great deal about the Vietnamese people. Reports from ship delegates indicated smooth sailing and the steward department was praised by the entire crew for the excellent chow they turned out.



F. J. "Whitey" Johnson, *Bowling Green's* veteran steward, made a lot of friends while the ship was docked. Here, he gives a warm greeting to some visitors who came down to see ship.



John Dunne, who sailed as bosun, looks at Whitey's menu for upcoming meal.



Good food always tastes better after a hard day's work. James Smart, Jr., oiler (left) and Angelo Manolis, second electrician, enjoy evening meal.



Chief cook Manuel Noble (left) Abdurrub Awadh, third cook, (center) and messman Bruno Garrino are trio responsible for ship's excellent chow.

From the Ships at Sea

"Of all the ships I have been on, this is the best feeder," veteran Seafarer F. M. Hazard said in praise of the fine job turned in by the steward department of the *Kyska* (Waterman). Meeting Chairman George Bales states that the crew gave these men a hearty vote of thanks "for the wonder-

ful holiday meals on Thanksgiving, Christmas and New Year's." Responsible for the tasty victuals are chief cook R. C. Weeks, baker G. R. Werst, third cook E. Ruiz. They were ably supervised by steward Sherman Wright. In addition, the service was excellent. The voyage has been a good one, although there has been some disputed overtime. This is expected to be "squared away" by the time the ship pays-off, writes brother Bales.



Hazard

Alfred Allain, Jr., has been elected ship's delegate aboard the



Quinlivan

Lucile Bloomfield, while John Fifer has assumed the duties of treasurer, meeting chairman "Scotty" Quinlivan wrote the LOG. Fifer's first report stated that the treasury contains a total of

\$11.35. Meeting secretary George Dick wrote that no beefs were reported by department delegates. Seafarers hope the television set that missed the ship in San Diego will arrive safely in New York.

Meeting Chairman John Reed reports from the *Eagle Voyager* (Atlas) that Pete Dolan has been elected ship's treasurer. Everything is in good order, Reed writes, as the vessel heads for San Francisco. When the ship arrives, meeting secretary



Reed

Robert Hyer reported, the crew will try to arrange the purchase of movies for future voyages. A vote of thanks was given to the steward department for the fine chow and service.

SIU ARRIVALS

Lisa Ann Maudsley, born November 27, 1967, to Seafarer and Mrs. Richard F. Maudsley, Staten Island, N.Y.

Florence Kornacki, born October 7, 1967, to Seafarer and Mrs. Leon Kornacki, W. Seneca, N.Y.

Gerardo Luis Bonafont, born November 12, 1967, to Seafarer and Mrs. Luis A. Bonafont, Yabucoa, Puerto Rico.

Kelly Albert, born December 15, 1967, to Seafarer and Mrs. M. L. Albert, Mobile, Ala.

Dwight Bell, born August 8, 1967, to Seafarer and Mrs. Charles Bell, Oakland Alameda, Calif.

Melvin Lewis Silvers, born September 12, 1967, to Seafarer and Mrs. Melvin Silvers, Chickasaw, Alabama.

Robert Carson, born June 23, 1967, to Seafarer and Mrs. Robert R. Carson, Jacksonville, Florida.

Kiernan Dixon, born November 26, 1967, to Seafarer and Mrs. Jim W. Dixon, Elizabeth, N. J.

Westley Annis, born December 8, 1967, to Seafarer and Mrs. G. E. Annis, Metairie, La.

Leslie Foster, born December 5, 1967, to Seafarer and Mrs. R. Foster, Mobile, Alabama.

Saprina Maria Jones, born January 8, 1968, to Seafarer and Mrs. Cleo Jones, Houston, Texas.

Charles Louri Ottelin, born July 29, 1967, to Seafarer and Mrs. Charles Jacob Ottelin, Cleveland, Ohio.

Victor Manuel and Carmelo Bonafont, Jr., born December 16, 1967, to Seafarer and Mrs. Carmelo Bonafont, Yabucoa, P. R.

Hompry Saliva, born August 23, 1967, to Seafarer and Mrs. Antonio Saliva, Playa Pone, P.R.

Robyn Marie Cuccia, born October 30, 1967, to Seafarer and Mrs. Raymond K. Cuccia, Kenner, La.

Olga Vazquez, born September 2, 1967, to Seafarer and Mrs. Augustin Vazquez, Brooklyn, N.Y.

Margaret Ann Taylor, born November 17, 1967, to Seafarer and Mrs. Robert Taylor, Matthews, Va.

William Reeves, born December 24, 1967, to Seafarer and Mrs. William E. Reeves, Mobile, Ala.

Michelle Tividad, born December 9, 1967, to Seafarer and Mrs. Vincent Tividad, San Francisco, California.

Paula Rorex, born October 13, 1967, to Seafarer and Mrs. Paul E. Rorex, Prichard, Ala.

Jody Leigh and Margaret Lynn Correia, born November 16, 1967, to Seafarer and Mrs. Joseph Correia, New Bedford, Mass.

The *Seatrain Texas* (Seatrain) is in Kobe for repairs on some damage sustained when the vessel was hit by a mine in the Saigon River, ship's delegate Floyd Wyatt reported. "Everything is running smoothly. We have a few beefs, but all in all, we have a wonderful crew and a steward department that is out of this world. The food is fine," writes brother Wyatt. Kermit Bailey left the ship in Saigon for medical reasons, as did Albin George. Brother George was able to rejoin the ship in Kobe.



Bailey

W. H. Hunter, meeting secretary aboard the *Seatrain Georgia* (Seatrain) reported that the crew has decided to take collections as needed, rather than set-up a regular ship's fund. "Everything is going smoothly, with no beefs,"



Nelson

Arthur Nelson, ship's delegate, told the crew. A suggestion was made to turn off the television set during meals.

Birthday Party at Sea

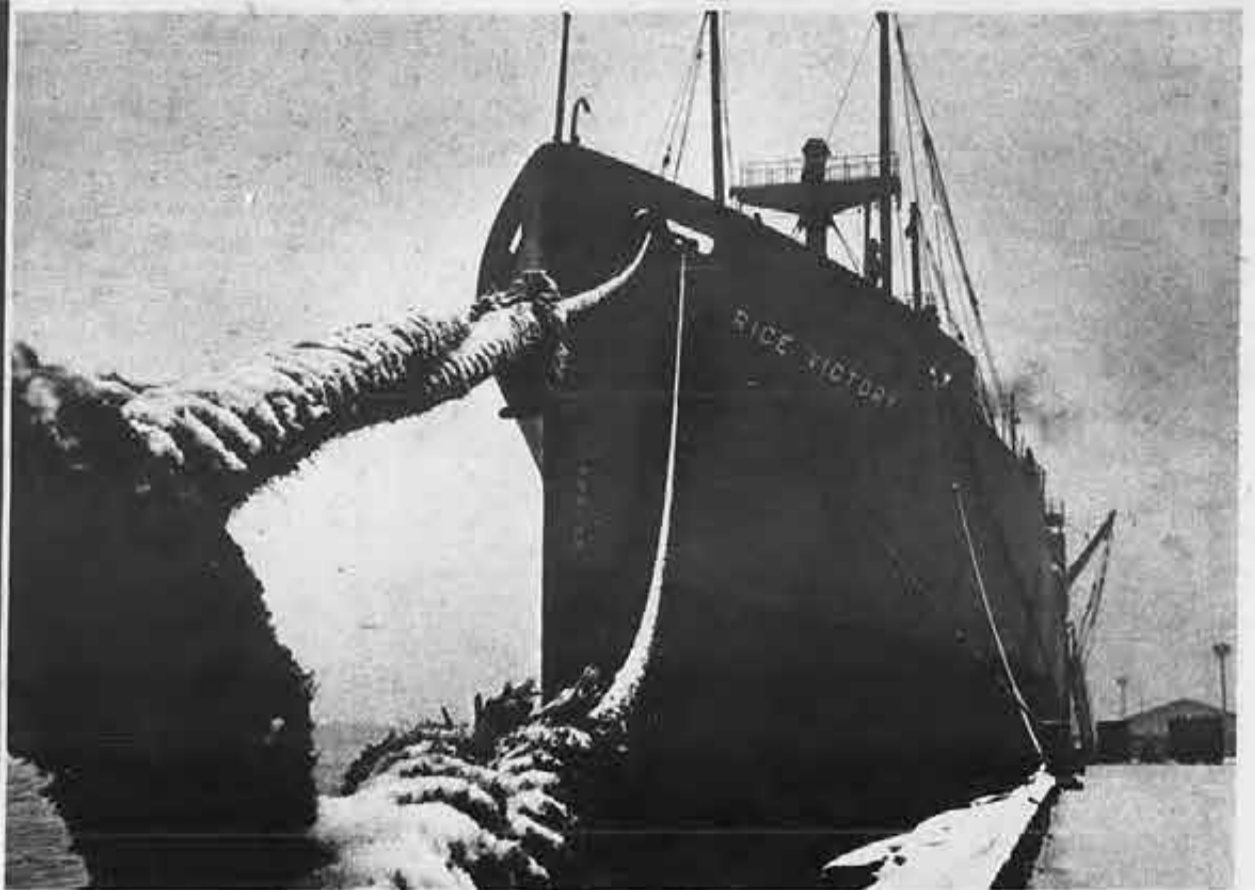


Seafarer Pat Conley prepares to cut cake at birthday party held in his honor aboard *Vantage Progress*. Brother Conley is 70 years young. Among those attending are (L-R) Bosun Tom Walker, Jim Bartlett, chief steward, George Luke, chief cook, Nick Nagy, AB. Seated is R. Nemo, OS. Captain G. Catlander planned the party.

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The Rice Victory In New York Port

The Rice Victory (Isthmian) pulled into the snow-covered port of New York recently for a payoff. The crew reported a good trip, with few beefs.



Cold weather has Dan McDonald of engine department at work covering vents to keep things warm.



Perching carefully on the davit, Seafarer Charles Moy of deck dept. helps to secure the lifeboat.

Rice Victory crewmember B. Schwartz, Deck Dep't. delegate, discusses trip with Patrolmen E. B. McAuley and Mike Sacco.



While some Steward Dep't. members "watch the birdie", at least one man has his eye on a different kind of birdie, a plump Christmas turkey. The men are (l-r) S. Wyndham, J. Colwell, Leo Morisson, J. Bennett, M. C. McCulon, and Abe Rosen.



The LOG provides interesting reading for crew who received copies at the payoff. Here, R. Maran (seated) and J. Colwell (right) check over maritime news.



Crewmen W. Cooper, D.M. (standing at center) and Seafarer J. Bennett, Chief Cook (right) talk over a few beefs with SIU Patrolman Jack Caffey.

