



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



VETERAN TRADE UNIONIST HONORED. Charles S. Zimmerman, ILGWU Vice President, and SIU Harry Lundberg School's new ship named after him in tribute to his efforts as trade unionist and humanitarian.

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Overseas Alice Seafarers Rescue Downed Flier

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MLU Asks Curb on Tax Dodging 'Runaway Ships'

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'Runaway Ships' Called Tax Dodgers; MTD Demands Limit to Exemption

WASHINGTON—The AFL-CIO Maritime Trades Department has asked Congress to plug a major tax loophole exploited by "runaway" shipowners to deprive the United States of large amounts of tax revenues and at the same time injure the U.S. merchant marine.

O. William Moody Jr., Administrator of the Department which represents nearly seven million union members in the maritime and related fields, made the request in testimony presented to the House Ways and Means Committee.

Moody assailed the tax exemption allowed to runaway ship operators, U.S. corporations which organize foreign subsidiaries—chiefly in Liberia and Panama—to engage in international trade involving the United States. The practice has become a matter of "great concern" to the AFL-CIO maritime group, Moody said, "because of the detrimental impact it has had upon the national economy, the maritime industry and the workers who must depend upon it for a livelihood."

"The operation of foreign flag ships to carry cargoes from a foreign subsidiary of a U.S. corporation to the U.S. parent company has become a major tax avoidance problem," Moody told the House Committee. He cited the following advantages enjoyed by runaway flag vessels and their owners:

- "The earnings of the runaway flag ships are wholly ex-

empt from taxation in the U.S. and, in fact, are excluded in computing the gross income of the foreign corporation.

- "The runaway avoids payment of wages to American seamen at the high U.S. scale and dodges U.S. safety and other maritime regulations, along with taxes.

- "The runaway is enabled to use the money he has made at the expense of the American taxpayer and American wage earner to build ships abroad where wages are substandard. Then he operates more ships under foreign flags while we watch our own merchant fleet evaporate."

Moody asked the Committee members to take note that at the present time major U.S. oil companies alone operate 314 tankers under foreign flags and 63 other runaway ships currently operate in the bulk ore trade with the U.S. steel, aluminum and gypsum industries owning most of them.

"These runaways," Moody testified, "not only represent a net tax loss to the U.S.; they then turn around and act as modern-day 'commerce raiders' by undercutting the American-flag fleet in the carriage of U.S. export-import trade."

"At the end of 1968," the union maritime official emphasized, "foreign-flag vessels were carrying some 93 percent of our exports and imports. Many of the foreigners were American-owned runaway vessels."

For practical reasons Moody did not propose outright repeal of the exemption. However, he told the Congressmen:

"There is no reason why the exemption could not be limited so as not to exempt the earnings of ships or aircraft under foreign registry which are directly or indirectly owned by U.S. citizens or U.S. corporations. This would eliminate the runaway flag and limit the exemption strictly to foreign-owned ships and aircraft."

Important Notice

The Union has been involved in a fact-finding study on pension plans.

During the regular monthly membership meetings to be held in all ports in May, a full and comprehensive presentation will be made on the subject of proposed AGLIWD pension plans.

In order to foster a complete understanding of the merit of each of the proposed plans, forthcoming issues of the Seafarers LOG will contain full details of each plan.

This is to be done as a prelude to the membership voting on the matter.

Six More Seafarers Earn Licenses; Upgraded Engineers Now Total 318

Six more Seafarers have qualified for their engineer's licenses after successfully completing training at the School of Marine Engineering sponsored jointly by the SIU and District 2, MEBA. The latest graduates bring to 318 the total number of men who have passed Coast Guard licensing examinations after taking the comprehensive course of study offered by the school. The new graduates include Steven West, upgraded to chief engineer; Thomas Stinnette, second engineer; James V.

nette's last ship was the Portmar.

James Smith was born in Michigan and resides there in Lincoln Park with his mother. In addition to serving in the engine department, he has also sailed on deck as AB. Brother Smith joined the Union in 1961 in Miami. His last ship was the Geneva.

John Shaffer has been sailing as a member of the engine department since 1942, the same year he joined the SIU in the Port of New York. Born in Philadelphia, he now lives with his wife, Clarice, in Beverly, New Jersey. Brother Shaffer, newly-licensed as temporary 3rd assistant engineer, last sailed on the Potomac.

Harry Payne has been sailing for eight years, and joined the SIU at the Port of Baltimore in 1960. Following completion of the course and passing the Coast Guard exam, he is now rated temporary 3rd assistant engi-

at least 19 years of age and have a minimum of 18 months of Q.M.E.D. watchstanding time in the engine department, in addition to six months experience as wiper or the equivalent.

Any Seafarer who qualifies and wishes to enroll in the school may obtain additional information and make application for enrollment at any SIU hall. Information can also be obtained by writing to SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232, or by telephoning the school at (212) 499-6600.

Panel at Tulane Calls for Repeal Of Taft-Hartley

NEW ORLEANS—Abolishment of the Taft-Hartley law and more realistic contract bargaining between management and labor were cited as necessary for the future health of the U.S. maritime industry here last month at the 20th annual Institute on Foreign Transportation and Port Operations at Tulane University.

SIU President Paul Hall participated in a panel discussion on "Our Maritime Status—Today and Tomorrow" during the final day of the five-day institute sessions. The Taft-Hartley act was scored as having caused more strikes in the maritime industry than it prevented because it had been used as a crutch to lean on rather than as an incentive toward realistic bargaining.

Joining Hall on the panel—which was moderated by Executive Director Ray Murdock of the Washington-based Transportation Institute—were Anthony Scotto, vice president of the International Longshoremen's Association, and the maritime editor of the Baltimore Sun, Mrs. Helen Delich Bentley.

MFOW's Vincent J. Malone Dies in San Francisco at 62

SAN FRANCISCO — Vincent J. Malone, past president of the SIUNA-affiliated Marine Firemen's Union—from 1938 through 1956—died February



Vincent J. Malone

26 at his home in San Francisco of an apparent heart attack. He was 62.

Malone joined the MFOW in 1934 while he was shipping in the engine department. Prior to his election as president, he had served the union as secretary. Malone was president of the Marine Firemen's Union at

the time MFOW became affiliated with SIUNA in 1953.

At the time of his death, Malone was representative of the SIUNA and SIU-Pacific District.

Malone played an active role in helping to organize the Military Sea Transport Union. He also conducted upgrading classes at the MSTU hall, helping many wipers to qualify as fireman, oiler and watertender.

Funeral services were held at the Apostleship of the Sea. Interment was at Holy Cross Cemetery.

Pallbearers were MFOW President Harry Jorgensen; William W. Jordan, past president; H. Disley, C. A. Peterson, Jack Hutton and Duke Wellington.

Honorary pallbearers were SIU Representative John Hawk; Morris Weisberger, SUP; Ed Turner, MC&S; Joe Leal, MSTU; George Issel, IWU; and John Lewis an MFOW pensioner.

Malone is survived by a son, Merle, and a daughter, Constance Starr, of Redondo Beach, California.



West

Stinnette

Smith, upgraded to third assistant; Harry Payne, third assistant; Bland Lewis, temporary third, and John Shaffer, temporary third.

Steven West is a native of Poland who now lives with his wife, Masae, in Osaka, Japan. After more than 20 years of sea time aboard Polish-registry ships, he joined the SIU in the Port of New York in 1964. His last ship before entering the engineering school was the San Georgia.

Thomas Stinnette was born in



Smith

Shaffer

Virginia and now makes his home with his wife, Grace, in Baltimore. He began his sailing career in 1948 and joined the SIU in the Port of New York that same year. Brother Stin-



Payne

Lewis

neer. A native of Baltimore, he lives there with his mother, Mrs. Wilhelmina Payne. Brother Payne's last ship was the Penn Carrier.

Bland Lewis holds a license as temporary 3rd assistant engineer. Born in Jacksonville, Florida, he now resides there with his wife, Wilma. Brother Lewis has served as a member of the Marine Corps Reserve. He joined the Union in Jacksonville in 1967. Brother Lewis' last vessel was the Newark.

All engineer department Seafarers are eligible for any of the upgrading programs at the Union-sponsored School of Marine Engineering providing they are

MTD Seminar Speakers Agree:

All-Out Maritime Program Needed to Meet Soviet Threat

WASHINGTON—Members of Congress, the Maritime industry and labor joined forces in a call here last month for an intensified merchant marine program to meet the growing Soviet menace on the commercial sealanes of the world.

Speaking at a day-long seminar sponsored by the nearly-seven-million-member AFL-CIO Maritime Trades Department were Senator Charles E. Goodell (R-N.Y.), newly assigned to the Senate Commerce Committee which oversees maritime affairs and Representative Robert L. Leggett (D-Calif.), a member of the House Merchant Marine and Fisheries Committee.

The group also heard Judson L. Smith, president of the Fifth Region of the Navy League of the U.S., as well as Captain Richard W. Stone, director of agency relations for the Washington-based Transportation Institute and Jay Lovestone, director of the International Affairs Department of the national AFL-CIO.

Goodell warned of "the dangers of Russia outstripping us in the maritime field," adding that "what is at stake is the free enterprise system in the maritime industry."

The New York senator called for "a comprehensive long-range program to restore our merchant marine, its trade routes and its markets," and said the "first step" must be to reconstitute the Maritime Administration as "an independent and autonomous federal agency." Similar legislation was overwhelmingly approved by both houses of Congress last year, he noted, but was pocket vetoed by former President Johnson.

Goodell noted that it is difficult to obtain "reliable" estimates on the Soviet fleet because the USSR does not submit fleet data to Lloyd's Register of Ships, as do the countries of the free world.

"But," he said, "experts have estimated that the USSR is now in sixth place in the world and its merchant marine will this year replace the U.S. in fifth place. Launchings and deliveries of new ships to the Soviet Union run more than 8-to-1 ahead of the U.S. For every ship the U.S. has on order, Russia has 12."

"It is essential that we revive our merchant ma-

rine, create thousands of jobs in our shipbuilding and shipping industry and preserve the maritime prosperity of the U.S. and its allies," the Senator added.

Leggett echoed the call for action, declaring that while the Soviets are aware of the "multi-purpose role of a merchant marine"—to serve economic, military and political goals—the American attitude has been to think of its merchant marine solely as "private enterprise." Where, in fact, the U.S. fleet is vital to "the whole military-industrial complex."

The California congressman pointed out that U.S. military and industrial might depends on 77 strategic materials, 66 of which must be imported. "At this moment," he went on, "more than 96 percent of the tonnage involved in the importation of these strategic materials is brought to our shores by the ships of other nations."

Could Block Supply Line

If the Soviets gain control of the world sealanes, he said, they could "effectively deny these strategic materials to United States industry."

"We all know what would happen then. We'd have to bank the fires of our industrial empire. We'd be able to produce neither weapons of defense nor consumer goods. We would quickly be reduced to an agrarian economy, the Russians would have made good their boast to 'bury' us economically, and we would be under the thumb of the Soviet Union without a missile having been fired," he added.

Stone, a former skipper of American-flag merchant vessels, urged a broad action program to meet the threat of "all foreign ships—not just the Russians but all of them." If the U.S. loses out in the race for maritime supremacy, he said, "it really doesn't matter whether it's the Russians who win, or the Liberians, or the Greeks, or the Japanese, or someone else."

Today's maritime problems, Stone declared, stem from the fact that the nation still is operating under "a merchant marine law that's just as outdated as the ships we're sending to sea." He noted that the present law provides benefits for only one-third of the fleet, and added: "With the Russians and everyone else developing 100-percent maritime programs,

we can't hope to compete" at 33 percent.

Stone called for legislation that would give unsubsidized ship operators "first crack" at government AID, surplus food and military shipments, declaring that subsidized operators, who have been receiving construction and operating assistance so that they could compete with foreign-flag ships for commercial cargoes, have moved into the carriage of government cargoes at preferential rates, thus reaping a "double subsidy."

The Transportation Institute official also called for the extension of ship construction subsidies to the entire fleet, declaring that "the only way that construction subsidies make sense at all is if they are available to the entire maritime industry." At present, he said, only 14 companies receive such assistance.

Stone also urged that tax-deferred construction reserve fund privileges, now available to the same 14 companies, be extended to all American ship operators. "If it's right for the subsidized operator to get this kind of incentive," he said, "it has to be right to give the same incentive to the unsubsidized operator."

"After all, the unsubsidized operator has to put away 100 cents on the dollar to build new ships; the subsidized operator gets them at a discount, because the government pays 55 percent of the cost."

Speaking for the Navy League, Smith said that Kremlin leaders launched "the most massive shipbuilding effort the world has ever observed" only after learning that "this investment was sound economically." He added that the "competitive global ambitions" of the Soviets "are conveyed by their sleek, streamlined merchant ships; their modern merchant marine carries the message."

He called for a massive educational program to make the American people aware of the value of a modern merchant fleet. "We should know," he said, "that each of the 50 states gain economically every time we build a ship in U.S. yards. But far too few citizens relate shipbuilding to their own hide and pocketbook. But they must learn this."

Seafarer Hilton Woolsey Killed by VC Booby Trap

On October 30, 1967, Seafarer Hilton Woolsey signed off the Rosewell Victory to report to the U.S. Army induction center in Mobile, Alabama. One year later, while on patrol a few miles north of Saigon, he was killed when a booby trap exploded.

Brother

Woolsey

Woolsey, who was 25 at the time of his death, was born in Mobile and lived there with his wife, Nancy. He began his sailing career in 1961 and joined the SIU in the Port of Mobile the same year. He completed the course for messman at the Andrew Furuseth Training School in Mobile in November, 1961 and his instructor noted on his certificate: "This man has been a very good student."

Following his basic training at Ft. Benning, Georgia, Seafarer Woolsey went on to infantry training at Ft. Polk, Lou-

isiana. He arrived in Vietnam in May, 1968, and was assigned to a rifle company.

"Hilton wrote often—every day when he had time," his wife said. "He was very concerned about the way the Vietnamese people had to live, and often expressed the hope that the war would soon be over. Hilton was very proud of the way our fighting men conducted themselves over there, and was proud to be one of them. He was very well liked."

Brother Woolsey was awarded the Bronze Star, the National Defense Service Medal and the Vietnam Service Medal. He also wore the Infantryman Badge, the Expert Badge with machine gun bar, and the Marksman Badge with rifle and automatic rifle bar.

Seafarer Woolsey was buried with full military honors November 5, 1968, in Pine Crest Cemetery in Mobile. Besides his wife, he is survived by his mother, Mrs. Rosie Woolsey.

Proposed Coast Guard Regulations Threaten Domestic Fishing Industry

NEW YORK—If the mounting jumble of new regulations proposed by the U.S. Coast Guard are put into effect, the American fishing industry may find itself regulated to death and the victim of a military-like take over of its operations, according to SIUNA-Safety Director Joe Algina.

The number of new rules and regulations proposed by the Coast Guard has steadily grown since the first announcement late last year that the Coast Guard would soon require that the captain, mate, engineer and radio operator aboard all commercial fishing vessels be licensed and certified by it.

Another proposed regulation would require all fishing vessels to secure official Coast Guard clearance before leaving port. Also under consideration are innumerable fishing vessel modifications which would have to be made on existing boats, and legislation which would put the Coast Guard in the business of overseeing the planning and construction stages of boatbuilding.

The pressure being exerted by the Coast Guard for more and more control over commercial fishing vessel operations stems from that agency's belief that in the name of safety, all activities on water come under its jurisdiction.

Commenting on the Coast Guard's actions, Algina pointed out that commercial fishermen have great respect for Coast Guard activities in many areas, such as search and rescue operations, but he emphasized that the proposed regulations and restrictions cannot be justified simply as a matter of safety.

"These proposed rules, requirements and inspection procedures are so extensive and far-reaching that they will put the American fishing industry and fisherman in the hip pocket of the Coast Guard, and the cost may very well put our industry out of business."

Algina also pointed out that fishing vessels and their operations are in a class by themselves and that the Coast Guard's attempts to lump them together with merchant vessels

are unwarranted and unworkable.

"Rules and procedures that are now applied by the Coast Guard to merchant vessels should not be applied to fishing vessels—they just don't fit," said Algina. "The problems faced by the domestic fishing industry are like those faced by no other industry, and the Coast Guard should recognize this."

Seatrain Converts Two T-2 Tankers

NEWPORT NEWS, Va.—Seatrain Lines, an SIU-contracted operator, is presently converting two T-2 tankers into containerships at the Newport News Shipbuilding and Dry Dock Company's yards here.

The vessels, to be named the Transoneida and the Transchamplain, will each have a maximum capacity of 303 forty-foot containers or 435 twenty-seven-foot containers. They are scheduled to enter Seatrain's new West Coast-Hawaii container service.

Formal Bill Proposed in Senate

Magnuson Launches Separate MARAD Fight

WASHINGTON—The battle has been officially renewed in the Senate for an independent Federal Maritime Administration with the formal introduction of a bill before the first session of the 91st Congress by Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee.

Independence for MARAD is regarded by the SIU, the AFL-CIO Maritime Trades Department, and a majority of those in the maritime industry and Congress as a key objective in any program geared to rebuilding the rapidly declining American merchant fleet.

Although Magnuson's bill (S. 1400) is the first of its kind on the Senate side this year, the House had earlier started the ball rolling with some two dozen similar measures already on record. These include H.R. 336 by Representative John J. Rooney (D-N.Y.), introduced on the first day of the session, and H.R. 213, by the chairman of the House Merchant Marine and Fisheries Committee, Representative Edward A. Garmatz (D-Md.).

Provisions of Bill

Provided for in Magnuson's bill—which would be cited the "Federal Maritime Act of 1969"—are the following elements:

- It would establish an independent Federal Maritime

Administration headed by a Federal Maritime Administrator who would be appointed by the President for a four-year term.

- A Maritime Board, composed of three members, would be set up within MARAD. It would be chaired by the Federal Maritime Administrator, with the other two members to be presidential appointees. Not more than two members could be from the same political party.

- All functions, powers and duties of the Secretary of Commerce, delegated to him by the Merchant Marine Act of 1936, would be transferred to the Maritime Administrator and the Maritime Board. A Deputy Administrator, who would be empowered to serve as Acting Administrator during the absence or disability of the Administrator, would not, however, sit at any time as a member of the Maritime Board.

- No member, officer, or employee of either the Administration or the board could have any business relationship which may have an interest in, or bearing on, his maritime functions.

- The provisions of the bill would take effect on the 60th day following enactment. Within one year after enactment, the Maritime Board would be required to submit to the President and to the Congress a report on the current condition of the

American merchant marine, evaluating the effectiveness of existing law, and making appropriate recommendations.

Magnuson's Statement

In submitting the bill, Senator Magnuson made the following remarks to the Senate:

"This bill is identical to a measure enacted by Congress last year but vetoed by President Johnson. The previous Administration maintained that the proper administrative location of the Maritime Administration was within the Department of Transportation. However, in the previous Congress the Senate Commerce Committee held hearings over a period of some five months on the issue of an independent maritime agency and other issues concerning the present state and future of the U.S. merchant marine. We found that the U.S. merchant fleet was in critical condition, its future in doubt, and remedial action of a major nature essential if the United States were to remain a leading seafaring nation.

Late in the second session of the previous Congress the Senate Commerce Committee favorably reported without dissent legislation to create an independent Maritime Administration. In large measure our action stemmed from the conviction that the Department of Transportation could not provide the

necessary leadership in developing the revitalization program that our fleet so desperately required.

"There is no question that the merchant marine requires special attention. It cannot at this juncture be viewed merely as another mode of transportation subject to the general problems we face in the field of transportation, but rather it must be viewed as an essential industry in serious trouble requiring special remedial action. It is my present belief that the necessary attention is more apt to be received if an independent Maritime Administration is created."

Should the bill become law, it would remove MARAD from the Department of Commerce where it has languished since 1950—the year which marked the gradual decline for the United States-flag merchant fleet.

Sen. Long Named Merchant Marine Committee Head

WASHINGTON—Senator Russell B. Long (D-La.) has been named chairman of the Senate Subcommittee on Merchant Marine and Fisheries.

The late Senator E. L. (Bob) Bartlett (D-Alaska), who died on December 11, 1968, was previously at the helm of this important subcommittee.

The Merchant Marine and Fisheries Subcommittee now includes the following senators: John O. Pastore (D-R.I.); Ernest F. Hollings (D-S.C.); Daniel K. Inouye (D-Hawaii); Joseph D. Tydings (D-Md.); William Spong, Jr. (D-Va.); Robert P. Griffin (R-Mich.); Hugh Scott (R-Pa.); Winston L. Prouty (R-Vt.) and Charles E. Goodell (R-N.Y.).

MTD Names Feinstein to Co-ordinate Intensive 1969 Legislative Program

WASHINGTON—The AFL-CIO Maritime Trades Department is intensifying its 1969 legislative activities under the direction of a newly-appointed committee headed by Charles Feinstein, a vice president of the International Leather Goods, Plastic & Novelty Workers Union, AFL-CIO.

Feinstein was named chairman of the Legislative Committee for the 39-union Department at the MTD's recent Executive Board meeting. Serving with him are Bernard Puchalski, president of the Greater Chicago Port Council of the MTD, and Louis Vignola, president of the Delaware Valley and Vicinity Port Maritime Council in Philadelphia.

Feinstein and his Committee

associates are co-ordinating the legislative efforts of the various Port Councils with that of the national MTD. Putting stress on person-to-person contact, Feinstein has been visiting key members of the House of Representatives and the U.S. Senate to acquaint them with the legislative objectives and problems of the Department and its various affiliates.

The Committee is calling attention not only to problems of a direct maritime nature but to those of interest to the trade union movement generally and specifically of MTD affiliates. Feinstein will submit a report to the Department on the committee's activities at the next meeting of the MTD Executive Board.

20-Year SIU Goal Realized

Ohio Unemployment Laws Amended To Include Great Lakes Seafarers

TOLEDO—Seafarers on the Great Lakes who make their homes in Ohio are, for the first time, eligible for unemployment benefits during the winter months.

This brings to a successful climax a campaign for such payments waged by the SIU for almost 20 years.

With the formation of the Toledo Port Council of the AFL-CIO Maritime Trades Department some 10 years ago, this became a joint battle which finally succeeded in passage by the last session of the Ohio State Legislature an amendment to Ohio law which had previously barred such payments to seamen. A recent interpretation of the amendment by the Ohio Unemployment Bureau clearly makes the benefits valid.

Two Ohio state legislators, who worked diligently along with the SIU and the MTD Port Council in this long-neglected matter were Senator Marigene Valiquette and Representative Barney Quilter.

In part, the amendment states that "an individual whose base period employment consists both of seasonal employment . . . and

non-seasonal employment . . . and who in such combined employment has a total of 20 or more credit weeks" may be credited with benefit rights during the off-season months.

Great Lakes ports are normally closed beginning with the last Sunday in December and continuing until the fourth Sunday in March.

Vacation Pay Counts

Credit for non-seasonal employment is established for the Ohio Seafarer when he receives company vacation pay during the winter period which is normally 12 weeks. Such a Seafarer working during the winter lay-off is also eligible for non-seasonal employment credits—whether he is employed as a seaman on the lakes, rivers or offshore—or at some other job.

For each week of accrued company vacation time, or each week of work during the last winter's off season, a Seafarer is entitled to credit towards unemployment insurance benefits for the past winter. In the same manner, if he collected company vacation pay or worked during the past winter, he has earned

credit towards next year. The most recent nonseasonal period ran from December 29, 1968 through March 22, 1969.

Seafarers should file claims for unemployment compensation for this winter if they received company vacation benefits last year or if they worked on any job between the fourth Sunday of December, 1967, and the fourth Sunday of March, 1968.

During its campaign for the amendment, the Toledo MTD Port Council charged that the discrimination which the Ohio laws permitted in the matter of unemployment compensation for seamen on the Great Lakes was "one of the greatest injustices" in the state. Ohio seamen were previously eligible to apply for unemployment compensation only during the 40 weeks following the fourth Sunday in March. However, other maritime workers—and all other Ohio workers—were not so restricted.

Also pointed out, strongly and convincingly, was the fact that no other state excludes seamen from unemployment benefits during the winter months.



Charles Feinstein (left), recently elected chairman of the Legislative Committee of the AFL-CIO Maritime Trades Department, explains to Senator Thomas F. Eagleton (D.-Mo.) details of the MTD's 1969 legislative program. Feinstein, a Vice-President of the International Leather Goods, Plastic and Novelty Workers Union AFL-CIO, will coordinate the legislative program sought in this session of the Congress by the seven-million-member Department of 39 unions during 1969.

Output of Workers Highest In Transportation Industry

WASHINGTON—Productivity of workers in the transportation industry continues to run well ahead of the national average, the nation's leading industrial engineers were told here.

Bertram Gottlieb, director of research for the Transportation Institute, a Washington-based research organization, said that between 1957 and 1967, the average output per manhour for all transportation workers was 4.5 percent, as compared to the national average of 3.4 percent.

Speaking at the Second National Conference of the Transportation Division of the American Institute of Industrial Engineers, Gottlieb said the productivity rise was even more pronounced in the railroad industry, where the average output per manhour was 6.5 percent.

In the maritime field, he went on, productivity increased 440 percent between 1945 and 1968, while wages increased only about one-third. "This is ironic," Gottlieb declared, "in view of the industry's continued general decline." The American merchant marine has skidded from first among the nations of the world to sixth in the past two decades.

Gottlieb offered the productivity figures to refute the concept that unions frustrate efficiency by insisting on wage gains in excess of productivity and by opposing technological progress.

Development of an improved network of transportation facilities, the Transportation Institute official went on, can be achieved more easily in the future through development of a "partnership" between labor and management.

"Sharing the common interest which their industry gives them," Gottlieb said, "is one of the surest ways that exist for reducing the tensions that inevitably build up between the worker on the one side and the employer on the other."

He pointed out that 32 of the nation's transportation unions recently joined forces in a new alliance which has, as its goal, achieving a "partnership with management in the development of an improved transportation system that would better serve the needs of an America on the move."

Gottlieb told the AIIE session that the move by the unions in this direction poses for management a "challenge to co-operate" in developing effective transportation for the nation.

Hood Sees Renewed Interest In Massive U.S. Shipbuilding

WASHINGTON—A view that "reawakened" national interest in the "sufficiency" of United States seapower could lead to the largest peacetime shipbuilding effort the nation has ever undertaken was expressed last month by Edwin M. Hood, president of the Shipbuilders Council of America.

Hood, who was re-elected to head the council for the coming year, expressed confidence that the industry could well be "on the brink of unprecedented growth" in his report to the 48th annual meeting of the national trade association here.

President Nixon can be expected to adopt "a more forward stance" with respect to sea power, maritime and shipbuilding matters "than has taken place during the last eight years," Hood declared, particularly in view of the "expanding presence of the Soviet Union on the oceans."

Hood noted that the President had—prior to his election—pledged the efforts of his Administration to maintain a United States Navy "second to none" and to the prompt restoration of the nation as a "first rate" maritime power.

The SCA president expressed his conviction that a great deal

of optimism and support were drawn around the seapower goals defined by President Nixon. Moreover, he stated, if the expressed goals met with even partial success, the results would be "a greater magnitude of naval and merchant shipbuilding" than has been evident for many years.

Seafarers Aboard Overseas Alice Pluck Downed Flier from High Seas

WILMINGTON—Seafarers aboard the SIU-contracted tanker Overseas Alice distinguished themselves recently in the daring rescue of a downed aircraft pilot in storm-tossed seas 85 miles off the California coast.

The De Havilland Dove which pilot Warren Bullock had been ferrying from Hawaii to southern California suddenly developed fuel pump trouble and had to be ditched in the sea. Fortunately, the Overseas Alice—which had sailed from Long Beach two days previously to clean out her tanks prior to returning for repairs at a San Pedro shipyard—was close at hand.

"It is not often that one is rushed out of the bunk with the general alarm at 3:15 A.M.; knowing something is wrong, rushing about putting on gear, life jackets, etc.," Captain J. P. Osnes, master of the tanker, writes.

Volunteers Man Boat

Ascertaining that the small plane had ditched alongside, the master asked for volunteers to man the starboard lifeboat. Reaction to the call was so spontaneous, the Captain said later, that some of the Seafarers had to be taken out in case it was necessary to launch the port boat, too.

"The seas were rough and it was raining," Osnes stated. "In my opinion, this SIU crew knew they were endangering their own safety by manning the lifeboat. From the time the alarm sounded until the boat was in the water, only five minutes had elapsed. I have been sailing for 25 years and this was the fastest time on getting a lifeboat over the side I have ever witnessed. The efficiency of the entire op-

eration was a show in skilled seamanship."

To Pilot Bullock, the rescue was near-miraculous.

"I was in the water for close to two hours while six men in a small boat from the ship tried to get to me," he relates. "They really did a terrific job. I'm surprised they could even launch the boat in those seas. The only thing I could do was to turn on a flashlight every time I hit the top of a wave."

Bullock had just time to put on a life jacket after the plane submerged and bobbed back to the surface. Standing on a wing, he attempted to inflate a life raft, but the high winds blew it out of his hands and knocked him into the seas.

Lifeboat Engine Goes

He said he was foundering at one point, blinded by the spray and gagging on the salt water, when his hand struck a life jacket thrown by the men in the lifeboat—fortunately with good aim. With this additional jacket, he managed to keep his head above water most of the time, until pulled aboard the small boat, which had burned out its engine during the search. Finally, he was hauled aboard the Overseas Alice, from which he was picked up at daylight by a Coast Guard helicopter dispatched from Long Beach.

Taken to Vandenberg Air Force Base near Lompoc, Bullock was treated for exposure and minor injuries. It was there he vowed he would "stick to flying over land" after his experience in battling 15-foot swells and a 40-knot gale in the dark. Bullock, 47, is a veteran pilot who has logged four years ferrying light planes to Vietnam.

Captain Osnes put it this way: "I would like to take this oppor-

tunity to say that I have never sailed with a better unlicensed crew. This rescue operation was smooth and team work so evident that truly I saw the brotherhood of the sea and commend the SIU and its members."

Andrew E. Gibson Sworn In As MARAD Chief

WASHINGTON—Andrew E. Gibson has been sworn in to head the Maritime Administration, still within the U.S. Department of Commerce.



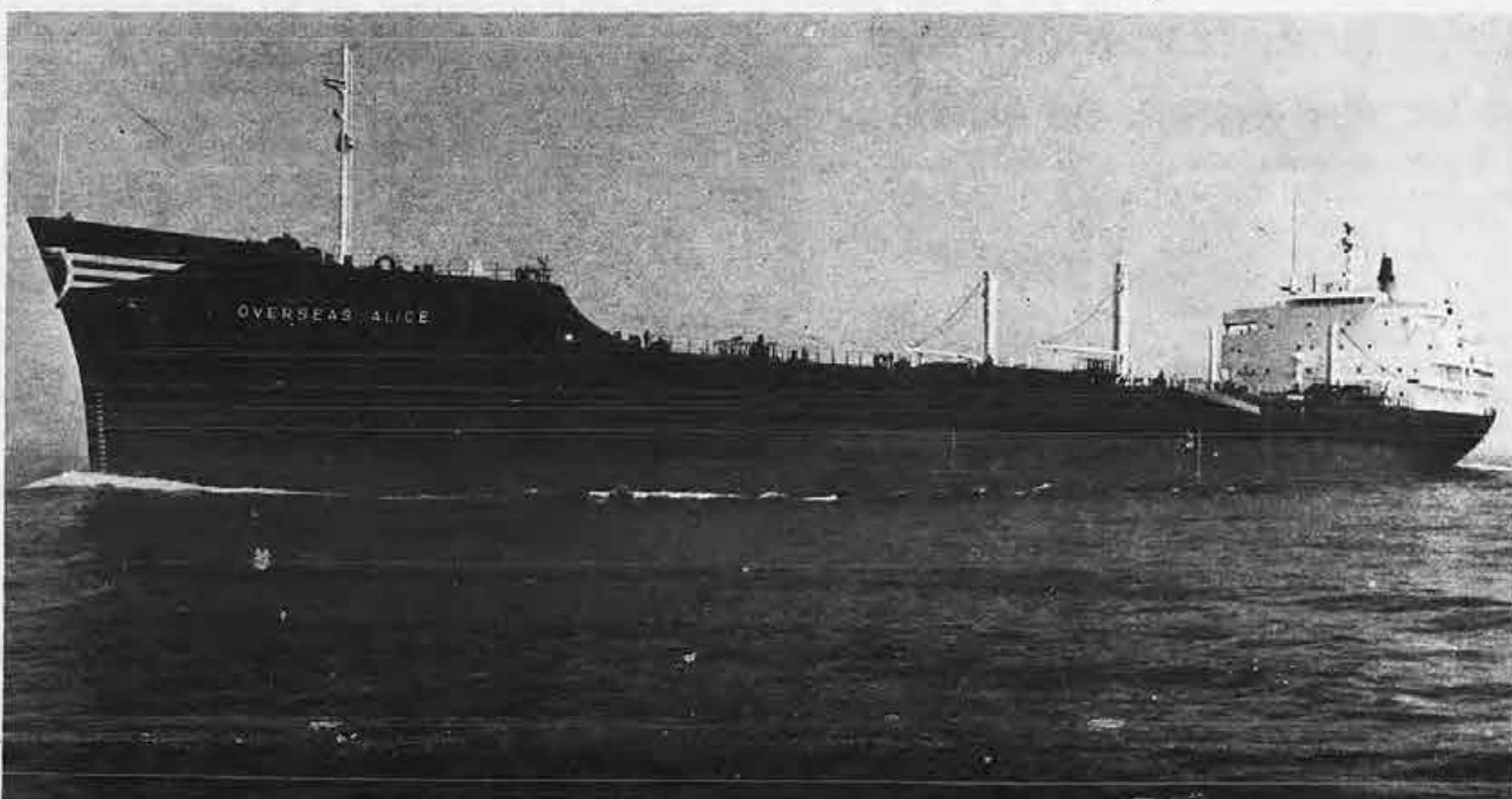
Gibson

The oath was administered by Commerce Secretary Maurice H. Stans, who said that Gibson was taking on "probably the toughest job of all" in the department.

Stans declared that Gibson was offered the post after an extensive screening process indicated that he had the "approval of all segments of the maritime industry, subsidized, unsubsidized, shipbuilders, labor and management."

Before coming to his present post, the 47-year-old Gibson had been a vice-president with the management consulting firm of Diebold in New York. He previously has been vice president of the New York Shipping Association, a member of the advisory board of the U.S. Merchant Marine Academy, a governor of the Propeller Club of New York, and a director of the National Cargo Bureau.

Gibson's nomination as Maritime Administrator by President Nixon was confirmed by the Senate last month on March 13.



The Overseas Alice (Maritime Overseas) which picked up downed pilot Warren Bullock after he was forced to ditch plane in storm.

'Hypocritical' Tax Laws Responsible For 'Runaway Ships,' Legislators Say

WASHINGTON—Two congressmen who spoke at recent meetings at the AFL-CIO Maritime Trades Department both highlighted the necessity of countering the growing menace of "runaway-flag" shipping by closing present tax loopholes which encourage foreign registry of American-owned vessels.

Representative Frank Thompson, Jr. (D-N.J.) told the union leaders representing nearly seven million members that "as a minimum we ought to set a high price on 'runaway' shipping; as a maximum we ought to work to have these vessels restored to American registry."

Thompson said this goal could be at least partially accomplished by closing present tax loopholes which allow American companies which register their ships abroad to escape paying U.S. income taxes.

"Perhaps in this way—by raising the ante on these 'runaway' operators, we can take some of the 'convenience' out of this scheme of building, registering and crewing their ships abroad.

"At least we will force them to pay some of the cost of running the government—and the tax revenue which results could all be ear-marked for the rebuilding of the American fleet which they have helped to destroy."

Thompson called for a step-up in American ship construction, declaring:

"If we can find the endless billions of dollars that are needed for other programs like space exploration, then we can find the dollars that are necessary to save our fleet from total destruction."

He urged that prompt attention be given to a new maritime program that would concentrate

on development of vessels "built in this country, registered in this country, and crewed by Seafarers from this country," and stressed that it be "fair and equitable to all segments of this industry," instead of serving just "a few selected companies."

U.S. Slipping Badly

At a similar meeting, Representative Jacob Gilbert (D-N.Y.) pointed out that the United States, once the world's leading maritime power, is now slipping badly in the maritime race due to a continuous decline in shipbuilding and to an increase in the registration of American-owned vessels in such countries as Liberia and Lebanon.

Last year the U.S. ranked 10th in shipbuilding, Gilbert said, with the Japanese launching 17 million tons of shipping compared with a total of 441,000 for the U.S. At present the U.S. ranks fifth in size of its merchant fleet but it is expected to drop to sixth place behind the Soviet Union this year.

The problem of the runaway ships has become so acute, he said, that for the first time American-owned and American-operated ships flying foreign flags now have a greater carrying capacity than our domestic fleet.

"A total of 434 American-owned ships now sail the seas under 17 foreign flags," Gilbert noted, "and their cargo capacity exceeds the total capacity of the 976 merchant vessels remaining in our domestic fleet."

Last June the U.S.-owned foreign flag fleet had a capacity of 16.5 million tons while the U.S. domestic fleet had a capacity of 15.3 million tons. This represented an increase in the U.S. foreign-flag tonnage of

800,000 tons, said Gilbert, adding, "There is every indication that this trend will continue—foreign flag capacities increasing at the expense of our domestic fleet."

U.S. vessels sailing under foreign flags are called "runaway ships," Congressman Gilbert explained, "because their owners deliberately run away from American registry in order to escape American taxes, American seafarers' pay scales, and American safety standards."

"There is not, in my opinion, any excuse for the moral and ethical perversity that impels a shipping company to register its vessels in another country, thus depriving American seafarers of jobs and paychecks that should belong to them, and of course depriving the U.S. Treasury of needed revenue."

Tax Laws Hypocritical

However, he continued, U.S. tax laws "hypocritically encourage this tax swindle and job-stealing practice by permitting the runaways to enjoy huge tax exemptions." He said that U.S. shipping firms will probably continue to register their vessels in Liberia and Lebanon as long as the U.S. government makes it profitable for them through large tax windfalls.

Gilbert recalled that the federal Maritime Administration had also advocated repeal of the tax exemptions bestowed on foreign-flag ships "but that agency's advice—like labor's has been ignored by Congress."

"Abolishing the tax exemptions would end for once and for all the runaway ship practice and return to our country thousands of jobs for American Seafarers and millions of dollars in American tax revenues."



Las Vegas showgirls gleefully dump their picket signs as news arrives of a 50 percent increase in wages and benefits negotiated by the Guild of Variety Artists AFL-CIO just prior to strike deadline.

Solidarity on the Chorus Line Wins Top Pact at Las Vegas

LAS VEGAS, Nev.—High-kicking chorus girls here have a new production number all their own—entitled "How to Succeed in Bargaining Without Even Striking".

Here in this desert oasis, where highly-sophisticated entertainment and high-stakes gambling go hand in hand, 600 members of the American Guild of Variety Artists "broke the bank" at the casinos when they negotiated wage and fringe benefits amounting to a 50-percent hike over the three-year life of the agreement.

Even more significant than the money package was the fact that the entertainers won their first six-day week in a business which runs around the clock and around the calendar. For years the singers, dancers and specialty entertainers had trod the boards seven nights a week, providing the lure to bring millions of visitors annually to the gambling tables.

The sweeping victory was hammered out in a marathon, 18-hour bargaining session under the threat of a total blackout of the multi-billion-dollar Strip hotels, with the three-year pact being ratified unanimously at a pre-dawn meeting which drew more than 450 tired but elated entertainers.

Arrayed against them had been the money and muscle of the Nevada Resort Association, which represented such billionaire owners as Howard Hughes and Del Webb. But standing shoulder-to-shoulder in support of AGVA was the entire Las Vegas labor movement. The Southern Nevada Trades and Labor Council and others had served warning on management that all of their members would honor AGVA's picket lines—meaning that culinary workers, bartenders, musicians, stagehands, stationary engineers and other hotel employees would be unavailable for work in the event of an entertainers' strike.

Faced with the impossible task of trying to operate their hotels without the 18,000 unionized employees, the hotel owners finally capitulated.

For the showgirls and boys, the new contract provides a first-year basic minimum of \$228 a week for up to 13 shows in six days, as contrasted to the previous minimum of \$193 for 15 shows in seven days. On top of this 36 percent first-year hike, AGVA members won four percent wage increases in each of the next two years, boosting the second-year minimum to \$237 and the third-year base to \$246.

The agreement set a six-hour day for five days and an eight-hour day on the sixth day. Entertainers will be paid an additional \$17.54 per show for all shows over the basic 13-show-a-week concept provided the extra shows fall within the regular work week; they will be compensated at time-and-one-half for all time beyond the regular six or eight-hour daily limit; and they will receive a double premium of \$36.48 per show for all shows on the seventh day. These per-show rates will rise correspondingly in the second and third years of the contract.

In addition to the wage package, the contract contains the first vacation and sick pay provisions for AGVA members here. In the second year of the contract, an amount equal to one percent of wages will be set aside for each of these funds, with the contribution increasing to two percent each for vacations and sick benefits in the third year.

The union bargaining team, composed of rank-and-file members from both the big production extravaganzas and the more intimate lounge shows at each of the hotels, was headed by second Vice President Penny Singleton (the former "Blondie" of motion pictures) and Howard Schulman, AGVA's general counsel.

Upholsterers Morale Still High After Five-Months on Strike

AUSTIN, Tex. — A strike against the Economy Furniture Company by Local 456 of the Upholsterers' International Union, an affiliate of the AFL-CIO Maritime Trades Department, is now in its fifth month.

Despite a certified victory in an NLRB-conducted election by the Upholsterers in May, 1968, by a vote of 252 to 83, the union reports continued refusal on the part of Milton T. Smith, the company's president, to comply with an NLRB order to bargain in good faith.

Management here has obstructed all efforts to organize the workers, more than 85 percent of whom are Mexican-Americans. Two previous attempts to unionize the shop were unsuccessful, until the breakthrough last year, which the un-

ion has been unable to consummate in terms of a contract.

Despite this, however, and the added fact that management has resorted to bias towards its employees in the form of ethnic name-calling, the union reports that morale among the workers "has never been higher."

Two recent resolutions adopted by MTD and its affiliates pledged the full support of labor in opposing and publicizing the company's "unfair, unjust and biased" attitude. Contributions may be sent to the Texas AFL-CIO in Austin, Texas, ear-marked for the UIU Local 456 Strike Fund.

The Economy Furniture Company makes products marketed under the Bilt-Rite, Western Provincial and Smithtown Maple names.

SEAFARERS LOG

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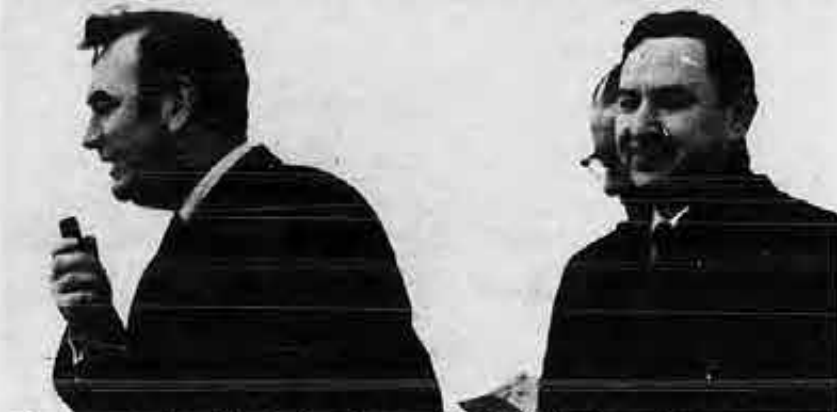
SIU Schoolship, 'Charles S. Zimmerman,' is Christened



Mrs. Rose Zimmerman christens ship with traditional bottle of champagne. Looking on are Pres. William Pollock of Textile Workers; ILGWU First Vice Pres. Howard Molisani; Robert Matthews, President of Harry Lundeberg School and Rear Adm. H. L. Miller, commander of Naval Air Station, Patuxent, Md.



Guest of honor Charles S. Zimmerman (at dais left) addresses assembled crowd attending ceremonies. Seated on speakers' platform are (l-r): Matthews; Father Joseph O'Shey of St. Michael's Church, Ridge, Md.; ILGWU Honorary President David Dubinsky; SIU President Paul Hall; Linda Fearn, an employee of the Harry Lundeberg School of Seamanship; and Kenneth Conklin, Director of the school.



Representative Hugh L. Carey (D-N.Y.), left, and Representative Jacob H. Gilbert (D-N.Y.) were among guests attending.



Highly qualified instructors at the Lundeberg School train future Seafarers in all phases of seamanship. Indoor lessons are conducted in classrooms such as this aboard the ship.

PINEY POINT, Md.—The *Charles S. Zimmerman*, a modern floating schoolship named in honor of the vice president of the International Ladies' Garment Workers Union, was christened at the SIU's Harry Lundeberg School of Seamanship here last month.

Attending the ceremonies—at which Zimmerman's wife, Rose, wielded the bottle to officially christen the vessel—were many labor leaders, members of congress, civic and church leaders and ranking representatives of the military.

In introducing Zimmerman to the assembled well-wishers, SIU President Paul Hall described the veteran trade unionist as a longstanding friend of the SIU—"one of the very few" who came to its assistance in the days when it was small and weak. "Because of the efforts of a Zimmerman," Hall declared, "the lives of many people, including our Seafarers, are much better today."

Zimmerman replied that he was both "proud and humble" to be the recipient of such a tribute. He praised the efforts of the SIU in helping young men learn a meaningful trade and hailed the readiness of Seafarers to assist other unions, regardless

of size, that needed help—especially in organizing campaigns, where the "appearance of white-capped Seafarers symbolized effective labor solidarity."

The SIU named the vessel after Zimmerman in a salute to him as "the personification of man's concern for his fellow man" and as a "longtime fighter for human and civil rights and economic justice."

The *Charles S. Zimmerman* is 230 feet long with four decks, fully equipped classrooms, a theatre and lecture hall which seats 300, and spacious lounges. Future Seafarers attending the Harry Lundeberg School will also have full access to the ship's library which is devoted to maritime and labor history, political science and government. Formerly the excursion ship *Mt. Vernon*, the vessel has carried thousands of tourists up and down the Potomac from Washington to the national shrine at *Mt. Vernon*.

Other speakers at the christening ceremonies included Representatives Jacob H. Gilbert and Hugh L. Carey, both New York Democrats; E. Howard Molisani, first vice president of the ILGWU; and the ILGWU's honorary president, David Dubinsky.

MARAD Adds Two Cyprus Ships To Cuba Blacklist

WASHINGTON—Added to the Cuban blacklist by the Maritime Administration last month were two Cypriot-flag ships, the 2,867-gross-ton *Coolady* and the 7,237-ton *Glee*.

These vessels will henceforth be barred from carrying U.S. government-generated cargoes because they called at Cuba, MARAD announced.

Removed from the list were two vessels — the 7,256-ton Cypriot-flag *Aiolos II* which was scrapped, and the *Tania*, a former Lebanese-flag ship which was sold outright to Cuba by its owners.

As of March 20, the Cuban blacklist totalled 177 ships aggregating 1,264,886 gross tons. These vessels will not again be permitted to carry U.S.-generated cargoes until such time as their owners pledge that they—as well as any other ships they own or control—will not engage further in the Cuban Trade.

Construction Unions Urge Passage Of New Job Safety Bill in Senate

WASHINGTON — More workers were killed in the construction industry last year than in any other industry in the United States, the AFL-CIO Building and Construction Trades Department has pointed out in urging Congress to enact a proposed construction safety bill.

Since 1959, there has been no year in which fewer than 2,300 construction workers were killed on the job, nor less than 209,000 such workers disabled, Department President C. J. Haggerty told the Senate Labor subcommittee in a statement presented by Department Legislative Director Walter J. Mason.

Noting that 2,800 additional workers have died since Haggerty testified last year before the House Labor Committee, his statement asked "how many construction workers must be killed . . . to see safety legislation enacted?"

Haggerty cited a Bureau of Labor Statistics report that 42

million man-days of work were lost in 1967 because of work stoppages. But construction workers alone had almost as many days lost—33.5 million—because of disabling injuries, he observed.

A bill introduced by Subcommittee Chairman Harrison Williams (D-N. J.) provides that on federal construction work no laborer or mechanic would be required to work in surroundings "or under working conditions which are unsanitary, hazardous, or dangerous" to health or safety.

Williams opened hearings on the bill with a declaration that "the men who risk their lives erecting the buildings that house the government, who build our roads and bridges, our state universities and hospitals, do not have the benefits of protective legislation. There are no requirements that safe and healthful working conditions prevail for them."

He said the bill "breaks no new ground" but does provide

remedies for years of oversight for workers who are "subjected to very high work injury and death rates."

Introduced at the hearing were National Safety Council reports of an accident frequency rate of 12.24 per million man-hours worked by the building trades in 1966—a rate almost twice the all-industry rate of 6.91.

Also presented were Labor Department reports showing rates of 20.7 per million man-hours in electrical work, 24 in heavy construction, 28.8 in general building and 43.9 in roofing and sheet metal work.

Safety Director Alan F. Burch of the Operating Engineers testified for the B&CTD Standing Committee on Safety. He said safety is a greater problem in construction than in industry generally because in a plant, safety measures can be economically justified more often than under the "ever-changing conditions" of a construction site.

Japan Shipyards Set 1968 Record; U.S. Ranks Tenth

World shipbuilding figures for 1968 found the United States bringing up the rear in a list of 10 nations, while Japan lead the parade with an all-time global record.

Japan launched 8,592,970 gross tons during the past year, topping all other nations by a vast margin. West Germany ranked second with just 1,351,828 tons.

Only 441,125 tons of new shipping was produced by the United States—a poor showing eclipsed only by the poorer one registered in 1967, when the U.S. ranked 14th.

Tankers and bulk carriers headed the list of new ships built during 1968. Tankers accounted for 39 percent of the new launchings while bulk carriers contributed some 33 percent. An outstanding increase was shown in the category of general cargo vessels—3,146,238 tons in 1968 as compared with the previous year's total of 378,117 tons.

Rooney Sees Merchant Fleet Revival Prime Cure for Payments Deficit

WASHINGTON—Representative Fred B. Rooney (D-Pa.) believes that immediate revival of the disintegrating American merchant marine could be the nation's most effective weapon in fighting the economic threat posed by a balance-of-payments deficit.

The Pennsylvania Democrat, a member of the House Interstate and Foreign Commerce Committee, told a meeting of the AFL-CIO Maritime Trades Department here that "Every American cargo—either an export or import cargo—shipped in a foreign-flag vessel contributes toward a balance-of-payments deficit."

"In 1966, for example, the Department of Commerce found that freight payments for imports in foreign-flag vessels amounted to \$1.3 billion," he said. "Our freight payments for exports carried in foreign-flag vessels cost another \$2.4 billion. Here was a total of \$3.7 billion paid in one year to transport U.S. imports and exports in ships flying foreign flags, compared with the 1967 balance-of-payments deficit of \$3.5 billion."

Rooney declared that if American-flag merchant ships were carrying the same percentage of the nation's import-export trade in the 1960s that they were carrying in the 1930s

—between 30 percent and 40 percent—the U.S. would have an assured balance-of-payments surplus.

The congressman pointed out that in every year since 1893 the United States has sold more goods abroad than it has bought from foreign nations. In many of the years since World War II, however, our trade surplus has been wiped out by the huge American foreign aid programs and overseas military spending. "The result," he said, "has been substantial balance-of-payments deficits—with a total deficit of \$23 billion for the 10-year period of 1957 through 1966. We can no longer, unfortunately, depend on our export surplus to dissolve a large part of our payments deficit. Our export surplus dropped from \$3.5 billion in 1967 to \$500 million last year, the lowest point in 18 years."

Rooney proposed revival of the American merchant marine as a solution after citing other proposed remedies "some of them realistic and some of them illusory." He continued:

"Some of the panaceas could be extremely risky. For example, several schemes would, in varying degrees, reverse our reciprocal trade policies which have been continued and improved by Republican and Democratic administrations alike

since World War II. A reversion to protectionism could alienate many of our most valued allies in Europe and Asia. Worse than that, it could force those allies into the commercial embrace of the Soviet Union and other Iron Curtain countries. At the very least, quotas or higher tariffs would inevitably provoke retaliatory quotas and tariffs against American products."

Rooney outlined a second method of using a resuscitated American merchant marine to increase the U.S. balance-of-payments surplus.

"Each year we ship to needy nations around the globe nearly 16 million tons of foreign aid and Food-For-Peace cargoes," he pointed out. "More than 60 percent of these shipments are carried in foreign bottoms. The Merchant Marine Act of 1936 specifies that at least 50 percent of such cargoes must be carried in U.S. ships. In fact, it was understood when the law was approved by Congress and signed by President Roosevelt that almost all government cargo should be moved in U.S.-flag ships when they are available."

"Maladministration of the Cargo Preference provisions of the law," Rooney declared, "has actually injured our merchant fleet, because when the U.S. has to pay foreign shipowners and foreign crews to transport our cargoes we are literally shipping our dollars overseas. Food-For-Peace shipments should be carried in American merchant vessels not only to relieve hunger and starvation around the world but also to protect America's balance-of-payments. We must keep in mind, and so must our friends in Europe and Asia, that it is only a healthy American economy that enables us to afford the enormous foreign aid program and the Food-For-Peace cargoes."

Cape San Diego Seafarers Urged to Protect Claims

The six Seafarers, mentioned below, who were crewmembers aboard the Cape San Diego (Penn Shipping) during the towing of the British tanker Lucellum in October of 1967, are urgently requested to get in touch with J. M. Fenton, Insurance Manager, Penn Shipping Company, Inc., 405 Park Avenue, New York, N.Y. 10022, or SIU Headquarters 675 Fourth Avenue Brooklyn, N.Y., immediately.

Failure to do so may result in the loss of a possible share due in the salvage of the Lucellum. In order to be represented in the salvage negotiations, each crew member must sign letters—available as indicated above—before October of this year or any claim they may have will be time barred, and therefore relinquished, according to law.

The majority of the crewmembers aboard the Cape San Diego at the time of the salvage operation have already signed forms assuring their representation in the case.

Urged to protect their interests in this matter promptly are:

James Waller

Carl P. Gantz

Joseph Galardi

Harry A. Smith

Kenneth Kinsinger

Joachim F. Cicirello

Any efforts by fellow Seafarers acquainted with the above-named men—and aware of their present whereabouts—will be appreciated in bringing this important matter to their attention.

Michigan Joins States Lines' Fleet of Modern Cargoliners

NEW ORLEANS—Another new advanced-design cargoliner, the Michigan, has been launched at the Avondale Shipyard here for the SIU Pacific District-contracted States Steamship Company.

Last of a five-ship building program begun in 1967, the Michigan will join her sisterships, the Colorado, Montana, Idaho and Wyoming in service for the San Francisco based line in the trans-Pacific trade.

The 23-knot, 579-foot vessel has seven hatches with a cubic bale capacity of 855,000 feet. The ship's new design will permit handling of break-bulk, containerized or unitized cargoes with equal efficiency.

Modern design facilities will enable her to be self-sustaining in the handling of both dry and reefer cargo containers up to 20 feet in length and 20 tons in weight. A 60-ton Stulken type heavy lift boom will serve two

hatches.

All decks are equipped with modern hydraulically controlled hatch covers, and weather deck integrity is assured by a patented sealing device developed by States Lines.

Also included is equipment to control temperature and humidity in all cargo compartments and stainless steel deep tanks. Both built-in compartments and portable reefer vans are refrigerated.

The Michigan operates with a crew of 45 and can carry, in addition, 12 passengers in eight luxurious staterooms and an elegant lounge.

The new class vessels are the only cargoliners in Pacific service equipped with gyro-controlled flume stabilizers to minimize the rolling of the ship at sea. The free water tank stabilizers will dampen the roll up to 75 percent in regular seas, providing a smooth voyage.

Publicity Specialists Enlisted By Desperate Grape Growers

SAN FRANCISCO—California grape growers have been forced to hire the public relations firm of Whitaker and Baxter in an attempt to counter the worldwide boycott of table grapes.

The selection of the high-powered PR firm for an undisclosed fee indicates the growers feel the time has come to make a massive counter-move to the growingly effective boycott led by the AFL-CIO Farm Workers Organizing Committee.

Whitaker and Baxter first attracted national attention when the firm received a reported \$1 million back in 1948 to block former President Truman's push for national health insurance. That nationwide campaign was so successful that it wasn't until 1965 that Congress finally got around to passing Medicare.

More recently and less successfully, W and B was hired to mastermind the nationwide lobby campaign for a constitutional convention to circumvent the Supreme Court's one-man, one-vote ruling.

W and B was accused by several senators of deceptive and misleading practices and of fail-

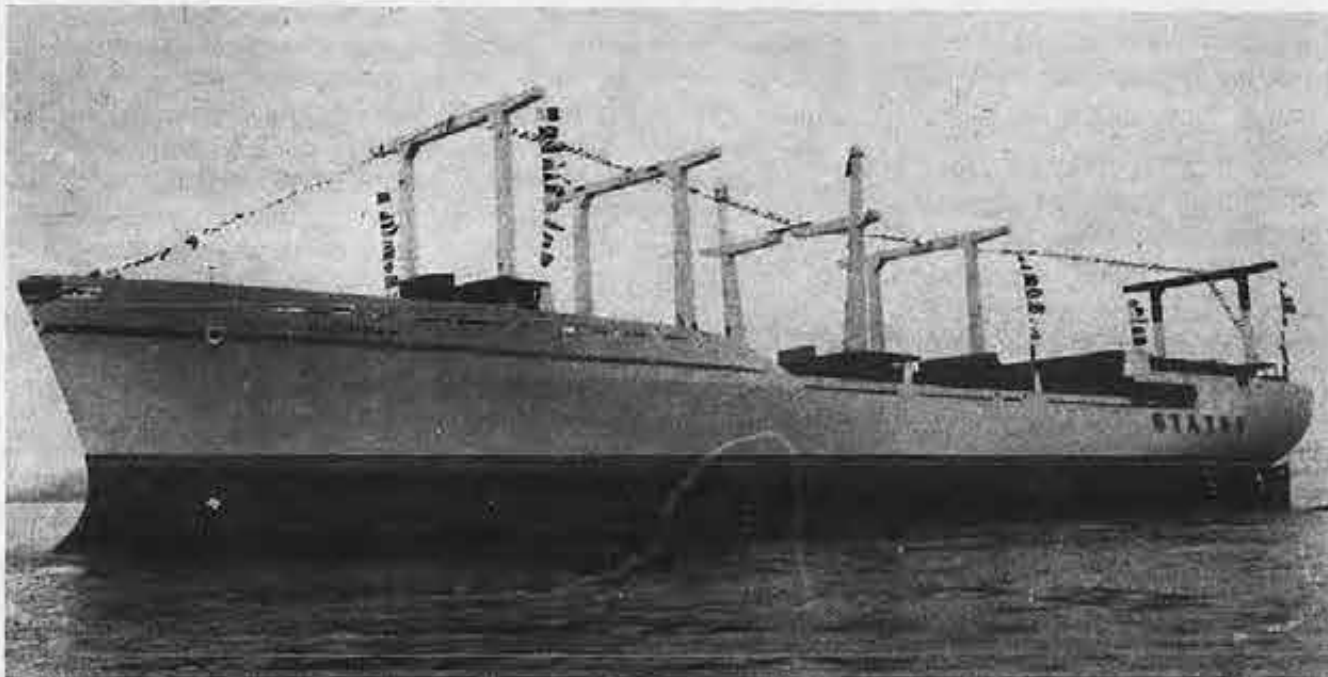
ing to comply with federal lobbying laws. The charges were denied by Senate Minority Leader Everett M. Dirksen (R-Ill.) who was pushing the campaign in the Senate to get around the Supreme Court ruling.

The first public effort of W and B on behalf of the grape growers was to publicize a challenge to the integrity of Look magazine's recent interview with Cesar Chavez, head of UFWOC.

E. L. "Ted" Barr, Jr., president of the California Grape and Tree Fruit League, was quoted by the PR firm in news releases sent around the country as saying:

"It is a frightening and shocking thing when in face of the record a responsible national magazine such as Look gives the credibility it does to the false 'non-violent' preachments of Cesar Chavez [who] has been hacking away with his phony campaign for so long now that thousands of people have come to believe him. . . ."

The AFL-CIO union official had called for continuation of non-violence as a vital part of the union effort to organize farm workers.



Riding the waters of the Mississippi after launching at New Orleans, the Michigan is last of a fleet of five freighters built for the SIU Pacific District-contracted States Steamship Company. Freighter and sisterships—the Colorado, Montana, Idaho and Wyoming—feature unique gyro-controlled flume stabilizers.

Fresh from the Oven



Steward Ralph Mills (left) admires fresh batch of Danish prepared by John Knudsen, baker on the Western Planet. Seafarers enjoyed the coffee break as the vessel headed for Subic Bay, Philippines.

50% Increase Prime Goal:

AFL-CIO Seeks Major Revamping To Upgrade Social Security Benefits

Major changes in the Social Security Act to make it "a fully adequate law, realistically tailored to meet the needs of all the beneficiaries" have been called for by the AFL-CIO Executive Council.

The council's statement emphasized the need for increases in social security benefits "to make the goal of a 50 percent increase a reality as soon as possible."

It reaffirmed labor's call for a National Health Insurance

program as the only means of guaranteeing all Americans—rich and poor alike—"their right to health."

And until that goal is reached, the statement stressed, the AFL-CIO will press for improvements and expansion of Medicare—a program that labor helped bring to birth.

Gaps Need Filling

The AFL-CIO "cannot be content with the pace of progress in any of these areas," the council said, because "too many overwhelming gaps remain. These gaps must be filled by immediate legislative action."

The council noted that the 1967 AFL-CIO convention called for a 50 percent increase in benefits in several steps and Congress enacted a 13 percent boost that same year.

"We joined with the aged in hailing that increase as a down payment toward our goal," the council said. "We also shared their disappointment as the increase was quickly eroded by price increases."

The statement cited harsh statistics underscoring the need for improved benefits:

Eight million social security beneficiaries remain below the level of poverty. Without their social security checks, only 5 percent would be above the \$3,900 annual income the Labor Department says is needed to maintain "even a moderate standard of living for an elderly couple." The average social security check for a retired worker is \$98 a month, about \$166 for aged couples. Millions receive less including nearly 3 million who get the \$55 a month minimum.

The ultimate answer to erosion of benefits by increased living costs "will continue to be a serious problem until an automatic adjustment of benefits is included in the system," the council said.

The statement advocated that additional benefits be financed from general revenue, employer-employee contributions and an updating of the earnings base on which contributions and benefits are based. It urged that the improvements be followed by periodic adjustments linked to increases in active workers' earnings so that retired citizens can participate in rising living standards.

Drugs Coverage Urged

On Medicare, the council urged Congress to eliminate "a major shortcoming" in the program by including prescription drugs in its coverage.

Eighty percent of persons over 65 suffer from at least one or more chronic ailments and "they purchase drugs nearly three times more often than do persons under 65," the council noted.

It also endorsed the recommendation of the Advisory Council on Health Insurance for the Disabled that Medicare be extended to the disabled and that the hospitalization and supplementary medical insurance programs be combined into one system.

Pointing out that the average monthly social security benefit for the disabled now is \$112, the council said it is impossible for them "to meet their high medical costs from such meager payments."

"The disabled, like the aged," it observed, "are a high cost, high risk group who frequently need extensive health services at a time they can least afford them."

Further, the council called for enactment of a greatly expanded child health program as an extension of Medicare "to assure readily accessible comprehensive health services for all mothers and their children, including pre- and post-natal care."

Voting Records of Committee Heads Show Many Opposed Party in House

Washington — Some of the most influential Democrats in Congress — the chairmen of House Committees and subcommittees — might as well have been Republicans, a recent voting study shows.

Eight of the 21 chairmen of full committees and 34 of 93 subcommittee chairmen voted against their party's national position more than they voted with their party.

In fact six committee chairmen and 34 subcommittee chairmen were more opposed to Democratic programs than the average Republican. As a group, they opposed their party's position 92 percent of the time on

key votes, while Republicans averaged only 76 percent opposition.

The documented charge was made by the Democratic Study Group, an organization of liberal House Democrats. The DSG measured the record of 247 House Democrats on 30 key votes during the 90th Congress. The votes included such issues as housing, educational appropriations, civil rights and consumer protection.

The study found that 75 Democrats voted against their party more than they supported it—and that this group included a disproportionate number of committee chairmen. Chairman-

ship of congressional committees and subcommittees is determined by seniority—and some of the most senior House Democrats come from "safe" southern districts.

The eight full committee chairmen with more votes against than for their party's position were listed as: William M. Colmer (Miss.), Rules Committee; John L. McMillan (S.C.), District of Columbia Committee; L. Mendel Rivers (S.C.), Armed Services; Richard H. Ichord (Mo.), Un-American Activities; W. R. Poage (Tex.), Agriculture; Wilbur D. Mills (Ark.), Ways & Means; Olin E. Teague (Tex.), Veterans' Affairs, and George H. Mahon (Tex.), Appropriations.

Of this group, all but Mahon and Teague had worse voting records than the Republican average. Colmer, in fact, voted against his party's position on every one of the 30 issues.

The study showed that the 145 members of the DSG voted for the Democratic position on 91 percent of the key issues, while the 102 non-DSG Democrats supported their party only 31 percent of the time, only slightly better than the 24 percent support from Republicans on the key issues.

The DSG study also cited an analysis by Congressional Quarterly, an authoritative non-partisan publication, which showed that the number of Democrats voting more in opposition than in support of Democratic positions has been steadily increasing over the past 16 years.

The 90th Congress had a record high of 53 Democratic House members who voted with Republicans more frequently than with the majority of their Democratic colleagues on 171 roll call votes. Of this group, 30 were committee or subcommittee chairmen.

reactionary forces," the AFL-CIO statement said.

Warning that both representative government and effective state action to meet the urban crisis are endangered by the move to amend the Constitution, the council declared:

"We call on all AFL-CIO state central bodies to fight in their respective legislatures against those who would convene a constitutional convention.

"We urge state central bodies to work to rescind resolutions calling for such a convention in those states where such regressive action has been taken.

"In those critical states where no action has been taken, state central bodies should fight the attempts by reactionary forces to adopt such resolutions."

The AFL-CIO warned that "this state-to-state battle will determine whether the nation retains or discards democracy's most basic precept."

Labor Mobilizes to Preserve One Man-One Vote in States

American labor has mobilized for a state-by-state drive to preserve one man, one vote apportionment of state legislatures.

The campaign was launched by the AFL-CIO Executive Council and the front line troops will be the federation's state central bodies.

The goal is to block the move to call a constitutional convention to initiate an amendment which would nullify the Supreme Court rulings which ended minority, rural domination of most of the state legislatures.

Under a never-used provision of the Constitution, legislatures of two-thirds of the states can cause such a convention to be held. There is considerable controversy over the number of states which have passed valid resolutions to convene a convention but the Executive Council termed the threat "critical."

Must Fight Reactionaries

"We intend to fight to uphold the landmark Supreme Court decision now under attack by

Between Sailings



Seafarers enjoying a game of dominoes in the New York hall while waiting to ship out are (left to right): Isidoro Valles, reeferman; Guill Castro, AB; Camilo Rojas, wiper, with pensioner John Hernandez.

Plugging Income Tax Loopholes Cited As Vital to Renew Public Confidence

BAL HARBOUR, Fla.—The double standard in the nation's income tax system that allows the wealthiest to escape all taxes while forcing those in poverty to pay must be corrected, the AFL-CIO declared.

To allow the situation to go unchecked will further sap public confidence in the tax system as it places an unfairly great part of the burden of running the federal government on the shoulders of America's middle income families, the Executive Council said.

Top Priority Asked

The need for tax reform is overriding and Congress and the Administration "must assign top legislative priority" to substantial and thoroughgoing reform, the council added, noting its approval of the tax reform investigation being conducted by the House Ways and Means Committee.

To achieve a standard of tax fairness the council called for:

- Elimination of the loopholes of special tax privileges for wealthy families and corporations.

- A minimum tax on all income over a total which would provide protection for legitimate small investors but which would require at least some tax payment from those whose huge

incomes are now preferentially taxed or totally tax exempt.

- Removal of the impoverished from the federal income tax rolls.

- Reduction in the relative tax burden for low and moderate income families.

- Rejection of proposals for new tax loopholes which would create even more inequities in the federal tax structure.

- Dismissal of all proposals for a federal retail sales tax whether called "value-added" taxes or offered clearly as a tax on consumers.

- Repeal of the provision for double depreciation on all new construction, except low and moderate-rental housing, and the 7 percent tax credit for business investment in machines and equipment.

The dimensions of the tax inequities were sketched in by the council which pointed out that in 1967 there were 21 individuals who reported incomes above \$1 million and 155 who reported incomes of \$200,000 or over who "paid not a dollar of federal income tax."

In contrast, some 2.5 million persons whose incomes fell below the government's "poverty line" paid \$100 million in federal income taxes.

The council statement stressed that three major loopholes—capital gains, exemption of state and local bond interest and tax windfalls on oil, gas and other mineral operations cost the Treasury about \$7 billion in 1968. The 7 percent tax credit on investment in machinery and equipment produced over \$2 billion for corporations.

Imbalance Scored

It pointed out that there are now tax forgiveness proposals to provide incentives to industry for on-the-job training and inner-city industrial development, proposals that "would further reward those who already more than adequately share in America's affluence, and use as their excuse the plight of those who are today in trouble because they do not have their fair share."

Neither will "no strings" federal aid plans that are not subject to congressional scrutiny of specific programs be in the national interest, the council declared.

It singled out specifically "talk of adding new tax gimmicks for real estate operators, many of whom are now more accurately considered in the business of constructing tax shelters rather than shelters for people."

SIU Lifeboat Class No. 221



Graduates of the March 12 SIU Lifeboat Class are (seated l-r) George Depetris, Ralph Trotman, Francis Munoz and Arthur Tobias. Standing are, (l. to r.): Robert Staplin, John Davis, Bob Kirk and Tom Pettway. This latest lifeboat group included 19 more graduates.



Seated (l-r) are Scot Timothy, David Epler, Richard Benton, Joe Pazos and Richard Daisley. Standing (l-r) are James Davis, John Russell, John Gaskins, Robert Bousson, Daniel Maitland and Sam Luko. The lifeboat classes are led by SIU Instructor Paul McGarin.

A Step Backward

New Taylor Law Amendments Hit Public Employees Hard

ALBANY, N. Y. — Governor Nelson Rockefeller has signed into law harsh new penalties voted by the Republican-controlled New York Legislature against public workers and their unions.

The Republican governor and the legislature acted despite sharp warnings from many quarters that the move would be self-defeating.

Under the amendments to the Taylor law governing public employee labor relations, effective April 1, for any day of absence during a strike a worker will lose two days' pay and must serve a year's probation with loss of job tenure. Fines against unions, formerly a maximum of \$10,000 a day, were made possibly co-extensive with the union's treasury and assets. Dues checkoff rights now may be suspended without limit instead of an 18-month maximum period under the original Taylor law.

The 1967 law had in it no prohibitions against unfair employer practices. The new amendments prohibit some new practices, effective September 1, but fail to list others and provide no penalties for employer violations.

Law Favors Employers

State AFL-CIO President Raymond R. Corbett had opposed the new law, noting that penalties in the law as enacted in 1967 had tipped the balance in bargaining power in favor of government employers and that the changes would mean a further imbalance with still greater inducement for some agency heads to take advantage of public workers in contract bargaining.

In a statement issued following passage, Corbett asserted that the action "deals a devastating new blow to fair and full worker-employer relations in government." He added that "this punishment binge on which the legislature's leadership and the state administration has embarked, is not only illogical and unrea-

sonable, but will in the final analysis prove self-defeating."

"Most Repressive Ever"

"This is the most repressive labor legislation ever passed in the free world," President Jerry Wurf of the State, County and Municipal Employees asserted. "And like all repressive laws, it will create chaos in labor-management relations."

President David Selden of the Teachers labeled it "out and out class legislation" that will force "teachers and other public employees . . . to enter in politics on a much more extensive and far wider scale than in the past."

Theodore W. Kheel, who has mediated numerous public employee disputes, said that the revisions "will do more harm than good." He added that they were rushed through the legislature "without an opportunity for deliberation, debate or public comment."

Twice in the week the bill was slated for action, the New York Times sharply criticized the measure, warning that the Taylor law's predecessor, the Condon-Wadlin law, had been a failure for the 20 years of its existence because penalties on individuals were so severe they were unenforceable. To reinstate such penalties, it said, "may give legislators an outlet for their frustrations but it will never bring civil service peace."

It called the measure "a legislative monstrosity" and the penalties "so punitive that they may prove self-defeating."

The New York Post tagged the bill "ill conceived" and a "mindless regression" deserving a "blunt gubernatorial veto."

Idle Hope

That was an idle hope, however, since the terms of the bill had been hammered out during weeks of conferences that included Rockefeller, members of his

staff and Republican legislative leaders.

However, calling up the bill March 7 was delayed more than five hours as the leadership worked frantically to round up the required 76 Republican votes necessary for passage in the Assembly. In the final 76 to 71 tally, two GOP members voted with the Democrats in the negative. With a comfortable party majority, no problem was met with passage in the Senate, though one Republican joined the Democrats in the 32-to-25 vote.

Debate on the bill took more than three hours in each house, with proponents belatedly revealing that to meet specific inconsistencies readily seen in the bill, additional bills were to be introduced, passed and sent to the governor.

Normally a bill requiring amendment is changed in committee or from the floor. This requires, however, a delay of several days before a vote. But the emphasis was so much on speedy passage that it was announced that "chapter amendments"—bills to correct the basic bill—would be scheduled for action shortly.

'Threat' Vanishes

The speed had initially been invoked because of a threat of a strike by an unaffiliated organization of state employees set for March 13. The strike had been called off days before the bill was to be acted on, however.

Since the Taylor law enactment, there had been two strikes by New York City union teachers and one by sanitation workers. Last November the first work stoppage by state employees, involving non-professional personnel in mental hospitals, occurred as the workers insisted on the right—until then not given them—to choose their own union to bargain for them rather than an organization designated by the governor.

A Good Check



Seafarer Fred Schiffelbine, left, shown receiving check from Jackie R. Hall, Duluth port agent, for overtime on the John P. Reiss.

ILO Commission Will Investigate Greeks' Repression of Union Rights

GENEVA—The International Labor Organization's Governing Body has appointed a three-man commission to investigate charges that the Greek government has been repressing trade union rights.

The 48 worker, government and employer delegates to the Governing Body, the ILO's executive board, set up the commission during a three-day meeting here over the objections of the military dictatorship now in power in Athens.

In a note to the ILO, the Greek government attempted to sidestep the charges made by western worker delegates at the last ILO conference that it had dissolved trade unions and jailed their leaders in defiance of its ILO obligations.

"We are not aware of the arrest of any trade unionists," Greek authorities asserted. "In any case," the note continued, "anyone arrested and held in detention has been carrying on Communist and not trade union activities."

Objections Rejected

But Jean Moeri, chairman of the worker delegates, brushed aside on behalf of the workers' group the Greek objections to the appointment of the commission. He said that Athens "should have no fear of any impartial investigation if it has a clear conscience."

The proposal to hold the investigation was adopted without a vote after Moeri had reminded the board that "human rights are worth defending." The commission is to be headed by Lord Devlin, a long-time British jurist.

Worker delegates again led the defense of human rights when they challenged the inclusion of Morocco among the countries invited to send worker, government and labor representatives to an ILO meeting in October on the leather and footwear industry.

Rudolph Faupl of the Machinists, the U.S. worker delegate, speaking for all the workers, denounced the sending of an invitation to a country "where free trade unions do not exist."

This was an allusion to the sentencing to a year's imprisonment of the Moroccan worker delegate to last year's ILO conference because of a speech criticizing the government.

Announcing that the workers would not vote for the invitation to Morocco, Moeri told the board that it was "inadmissible" that a worker delegate should be arrested for a speech made at an ILO conference.

The Governing Body approved for submission to the June assembly a budget of \$60,999,200 for the years 1970 and 1971.

It is the first time that the ILO has budgeted for a two-year period. The new practice was adopted to enable better planning of the ILO efforts to promote higher living and working standards the world over.

The new budget represents an annual increase over that for the current year of 7.1 percent.

Worker members of the Governing Body also launched a drive to have their chairman elected president of the ILO's 50th anniversary conference in June.

The election of Moeri, the Swiss head of the ILO's workers group since 1961, would be just recognition of the contribution of trade unionists to the first 50 years of ILO activities, the group said.

Transit Union Leader Urges Look at Free Transportation

PITTSBURGH—Total elimination of fares on transit systems may be an ultimate need in helping cities solve "intense social problems," President John M. Elliott of the Amalgamated Transit Union declared here recently.

"Certainly the free transportation concept is worthy of a fair try," Elliott told an international conference on urban transportation attended by transportation, government, education, labor, and management officials.

Elliott called attention to a conclusion of the National Advisory Commission on Civil Disorders that urban disturbances have in part resulted from the frustration of ghetto dwellers who are unable to reach places where jobs are.

Free transportation, he said, would make public transportation "an instrument for economic and social equality" available to the poor, the elderly, the handicapped and "other members of our non-motorized population."

The loss of fare boxes, he suggested, could be made up for in taxes levied on a per capita basis among the residents of a metropolitan area served by a transit system.

Noting that the tax in most cases would not exceed \$2 to \$4 a month, he said that "in terms of the true benefits that such free transportation might provide, this additional tax burden might well be worth the price."

In his address, Elliott also said that his union takes "particular pride" in pioneering the "exact fare collection system" to relieve bus drivers and other transit operators from carrying change.

The system was first sought by the union in Washington, following the fatal shooting of a bus driver in a robbery. The idea has since been adopted in

Oakland, Calif., Baltimore, Pittsburgh, and other cities.

Requiring passengers to have the exact fare and not seek change, has reduced holdups of transit systems and provided the public with safer and faster service, Elliott said.

He noted that the program, first greeted by management in Washington as a "harebrained scheme," has since won nearly unanimous approval in the cities where it has been tried.

New Cigarette Study Finds:

Nicotine Content Up in Some Brands

WASHINGTON — If you're smoking more and enjoying it less these days, it could be due to the fact that you're getting more nicotine out of that puff than you used to get.

An updated report by the Federal Trade Commission indicates that 78 brands of cigarettes showed a higher nicotine content than in the agency's previous testing. The FTC's data stems from smoking machine results which scientifically measure such factors as tar and nicotine in the cigarette smoke.

Latest tests, conducted in February, compare the nicotine content of the various brands with similar testing last October. It was the first time the Commission had issued individual comparative data on successive test results.

The FTC's announcement has already drawn both smoke and fire from Capitol Hill, where Senator Frank E. Moss (D-Utah), a leading critic of the cigarette industry in Congress, saw the implications in the findings as "at best discouraging and, at worst, sinister."

Moss expressed the hope that the reasons for the FTC's disturbing findings could be found either in variations of testing methods or in the tobacco crop itself because of inconstant weather conditions during the growing period.

"If not," the Utah lawmaker declared, "it would be hard to escape the conclusion that the companies that produce these brands are deliberately stepping up the nicotine yield."

Bid for More Addiction?

"To what purpose?" the Senator asked. "We know that nicotine is closely related to the ad-

dictive or habituating quality of cigarette smoking. If the change proves to be deliberate, we can only assume that it reflects a conscious tactic to stem the trend toward giving up smoking which is now making significant inroads on cigarette sales."

Moss, newly named chairman of the consumer subcommittee of the Senate Commerce Committee, declared that he intends to pursue his crusade against smoking. He believes that data developed by various groups both within and outside of government show a clear correlation between smoking and such diseases as lung cancer, emphysema and heart disease.

Rallying to the defense of the cigarette manufacturers, the Tobacco Institute, the industry's propaganda arm, brushed the whole issue off as "absurd." Rather, it assailed the government agency for "recognized deficiencies in FTC testing and reporting." The institute insists there is no proven relationship between health and the amount of tar and nicotine in cigarettes.

Spokesmen for the FTC point out that the increase in nicotine content revealed by its testing did not result from any changes in testing methods. "We are using a uniform procedure," they noted.

Involved in the changes in nicotine content disclosed by the FTC are some of the leading sellers on the cigarette market. For example, king-sized Winston filters contained 1.4 milligrams of nicotine per cigarette in February, up from 1.3 milligrams in October. Similarly, king-sized Chesterfield filters increased from 1.3 milligrams to 1.5 milligrams.

Scientists Find Plastic Seaweed Can Fool Nature

BRIGHTON, England—Just as the planting of trees stops land erosion so, scientists have discovered, does seaweed reduce coastal erosion.

Now they have decided to play "one-upmanship" with nature. Since seaweed doesn't always occur naturally in the places and in the quantity where it is most needed, English and Danish scientists here have developed polypropylene tufts which float upright when they are anchored at one end.

Such plastic seaweed tufts have already been successfully tested off the English coast and have proved their worth, the scientists claim.

A similar experimental use of artificial seaweed has been taking place in this country at the Wallops Island, Virginia, station of the National Aeronautics and Space Administration.

NASA has been attaching orange-colored plastic fronds to frames "planted" on the sea floor. Its scientists claim that the frames will create an underwater drag that will cause sand particles suspended in shallow water to fall to the bottom and remain there. The buildup of sand offshore is supposed to buffer the shoreline and help to minimize erosion.

An extra "bonus" noted in the NASA experiment was the attraction of fish and other marine life to the area.

Beach erosion has received a great deal of attention over the years but various attempts to halt it—by the use of such items as auto wrecks, old Christmas trees, etc.—have not met with any noticeable success.

Two States Hit on Violations Of Voting Rights Procedures

WASHINGTON — The Supreme Court handed down a broad interpretation of the 1965 Voting Rights Act, declaring that two southern states had violated the law by changing local election procedures without getting the consent of the Justice Department or the federal courts.

But the court refused nevertheless, to order new elections sought by Negro petitioners in Mississippi and Virginia. Whether the challenged local laws must be given a federal review before the next elections is, in effect, up to Congress. The Voting Rights Act will expire in 1970 unless Congress extends it.

Two of the Mississippi laws point up the issues which were before the court.

One authorized two counties to elect members of the Board of Supervisors at-large instead of by election districts as in the past. The effect was that all Negro candidates were defeated, while several might have been elected under the district system.

Elective Post Abolished

Another law abolished election of school superintendent in 11 counties with large Negro populations and made the job appointive.

The majority decision, by Chief Justice Earl Warren, held

that the Voting Rights Act applied because it "was aimed at the subtle, as well as the obvious, state regulations which have the effect of denying citizens their right to vote because of race."

The Voting Rights Act imposed special restrictions on those states where the low percentage of the Negro voting age population participating in the 1964 presidential election was considered a presumption of racial discrimination.

In those areas, literacy tests were voided and new restrictions on the right to vote were banned unless either the Justice Department or a three-judge federal court in the District of Columbia ruled they were not discriminatory.

The Supreme Court's ruling was based on failure to follow this procedure. Justice Hugo L. Black dissented from the decision. Justice John Marshall Harlan dissented in one case, involving the at-large election. And three justices William O. Douglas, Thurgood Marshall and Harlan—argued that having found that the states had violated the law, the Supreme Court should have ordered new elections.

Harlan complained that "the decision pays lip service to the Voting Rights Act but gives it no effect."

LABOR ROUND-UP

About 360 hardcore jobless workers will be trained for building and construction jobs under a contract signed between the U.S. Department of Labor and the Builders' Association of Kansas City. Nearly \$1.5 million in federal funds has been allotted for the two-year training project under the Job Opportunities in the Business Sector (JOBS) program, being carried out in cities across the U.S. by the National Alliance of Businessmen. Cooperating in the program are six AFL-CIO building trades unions—Carpenters, Painters, Bricklayers, Lathers, Plasterers and Cement Masons and Laborers.

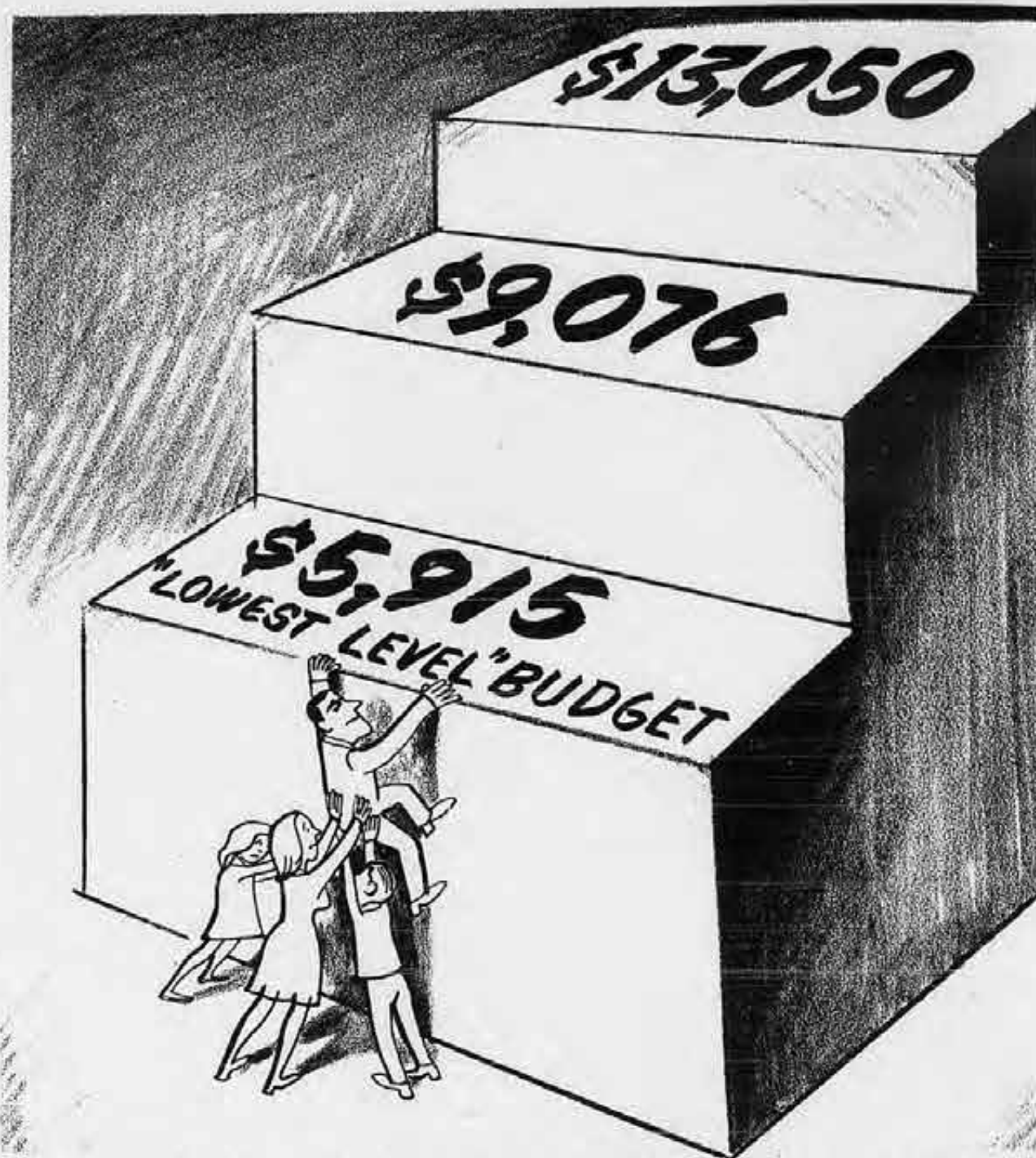
James H. Rademacher, president of the Letter Carriers, has been elected chairman of the AFL-CIO Government Employees Council, whose 34 affiliates bargain for federal workers in nearly every branch of government. Rademacher, who had been council vice chairman, will fill out the 1969 term of the late E. C. Hallbeck, who had headed the GEC since 1961. Hallbeck's successor as president of the Postal Clerks, Francis S. Filbey, was elected vice president of the GEC.

President Frank W. King of the Ohio AFL-CIO was saluted by the Ohio Senate for "effective service" on behalf of Ohio workers when he resigned recently to devote full attention to his state central body duties. He had served 16 years in the Senate after two years in the Ohio House. Miss Marigene Valiquette (D-Toledo) was named to take King's Senate seat after serving in the House from the 79th district for eight years with a perfect Ohio COPE voting record.

The number of union members in California rose to a record 2.03 million in 1968, the state's Department of Industrial Relations reported. A 39,000 increase continued a steady rise since 1962. The state survey showed the biggest growth in the public employee field.

Members of the Meat Cutters employed in the New York City fur industry have approved a new three-year agreement providing a wage and benefit package valued at \$1.47 an hour. The agreement was negotiated by the union's Furrier's Joint Council.

The First Step?



If one should get the impression—after studying the recently released typical budgets for a family of four figured out by the Department of Labor's Bureau of Labor Statistics—that workers don't smoke, borrow money, buy things on the installment plan or educate their children, it's only because the agency just didn't see fit to make any allowances for such items.

Another thing they didn't allow for is savings—but maybe here they're right. The cost of living these days certainly doesn't leave much of a cushion.

Calculated for living costs as they were in the spring of 1967, the budgets are laid out in three levels. The lowest level bears a price tag of \$5,915 a year, a "moderate" budget takes \$9,076 to achieve and the "above moderate" one requires \$13,050 a year. A table of costs provided—city by city—shows that living levels in most of the major cities require more than these figures allow.

In addition to this, most expenses—including those for food, housing, transportation, clothing, personal care and medical care—have increased considerably since the spring of 1967. This alone knocks the figures somewhat out of whack. Even so, how do they stack up to what U.S. workers earn?

Half of U.S. industrial workers today earn less than \$6,000 a year—most of them less than the BLS minimum budget for living at the lowest level.

The millions now receiving the legal minimum wage—\$1.60 an hour—earn a magnificent \$3,328 a year, if they work all year without any layoff. The government says \$3,200 a year is the "poverty level." The picture is clear—millions of American workers live at the poverty level or close to it, few achieve a "moderate" living level, and only a comparative handful get beyond that.

No wonder so many wives are forced to work and so many husbands must moonlight to make ends meet. As a result, their children are often brought up with less than desirable care and guidance.

And compare the workers' dilemma with the constant upward spiral in corporation profits. Land of plenty? For whom?

It begins to look like the BLS is trying to kid the public. Maybe that explains why its latest cost of living figures are two years behind and arranged—for the first time—in three budget levels. For the millions who find it impossible to live at a "moderate" level, let alone the one above the "moderate," there is always the race to rise above the government's definition of poverty.

Labor Department Figures—for Spring of 1967—Show:

City Family Needed \$9,076 a Year for 'Moderate' Living

Three Budget Standards For Metropolitan Areas

The annual cost of living in 39 cities for a four-person family on three economic levels in the spring of 1967:

| | Lower Budget | Moderate Budget | Higher Budget |
|------------------------|--------------|-----------------|---------------|
| Honolulu | \$7,246 | \$10,902 | \$16,076 |
| New York | 6,021 | 9,977 | 14,868 |
| Boston | 6,251 | 9,973 | 14,568 |
| Hartford | 6,422 | 9,833 | 13,814 |
| San Francisco-Oakland | 6,571 | 9,774 | 14,079 |
| Buffalo | 6,083 | 9,624 | 13,679 |
| Milwaukee | 6,104 | 9,544 | 13,636 |
| Seattle | 6,520 | 9,550 | 13,486 |
| Minneapolis-St. Paul | 6,058 | 9,399 | 13,348 |
| Cedar Rapids, Iowa | 6,223 | 9,358 | 13,307 |
| Chicago | 6,104 | 9,334 | 13,325 |
| Los Angeles | 6,305 | 9,326 | 13,645 |
| Champaign-Urbana, Ill. | 6,257 | 9,257 | 13,199 |
| Cleveland | 5,915 | 9,262 | 12,997 |
| Indianapolis | 6,124 | 9,232 | 13,111 |
| Washington | 6,133 | 9,273 | 13,419 |
| Portland, Me. | 5,951 | 9,195 | 12,660 |
| St. Louis | 6,002 | 9,140 | 12,813 |
| San Diego | 6,002 | 9,209 | 13,461 |
| Denver | 5,905 | 9,080 | 13,011 |
| Philadelphia | 5,898 | 9,079 | 13,131 |
| Detroit | 5,873 | 8,981 | 12,911 |
| Green Bay, Wis. | 5,714 | 8,955 | 12,944 |
| Kansas City, Mo. | 5,957 | 8,965 | 12,732 |
| Lancaster, Pa. | 5,823 | 8,960 | 12,610 |
| Wichita, Kan. | 5,978 | 8,907 | 12,595 |
| Bakersfield, Calif. | 5,779 | 8,882 | 12,765 |
| Cincinnati | 5,702 | 8,826 | 12,283 |
| Pittsburgh | 5,841 | 8,764 | 12,551 |
| Baltimore | 5,820 | 8,685 | 12,728 |
| Durham, N. C. | 5,570 | 8,688 | 12,431 |
| Davton, Ohio | 5,796 | 8,636 | 12,392 |
| Atlanta | 5,597 | 8,328 | 11,846 |
| Baton Rouge | 5,402 | 8,348 | 12,375 |
| Dallas | 5,607 | 8,345 | 12,157 |
| Nashville | 5,677 | 8,388 | 12,055 |
| Houston | 5,542 | 8,301 | 11,897 |
| Orlando, Fla. | 5,419 | 8,227 | 12,024 |
| Austin, Tex. | 5,237 | 7,952 | 11,299 |

The Labor Department has reported that an annual income of \$9,076 was needed by a four-member city worker's family to maintain a "moderate" standard of living in the spring of 1967.

To maintain an "austere" standard at that time such a family required income of \$5,915 annually. For a fuller, more expansive life, income of \$13,050 was needed.

These income requirements, representing national urban averages, and breakdowns of what they will buy in this era of rising living costs, were developed in a study just released by the Bureau of Labor Statistics: "Three Standards of Living for an Urban Family of Four, Spring, 1967." It covered 39 metropolitan areas, plus non-metropolitan areas representative of the country as a whole.

First 3-Level Study

Since 1946, BLS has periodically issued a "City Worker's Family Budget" to show costs of a moderate living standard, but this marks the first time that costs of goods and services have been developed at three levels.

The common size family used to measure living needs and patterns is made up of a 38-year-old full-time worker, a wife not employed outside the household, a boy of 13, and an eight-year-old girl.

Arnold Chase, assistant BLS commissioner, emphasized at a

press briefing that the family chosen as a yardstick was "not typical" but "meaningful."

Since the budgets were established, BLS noted, there have been increases in what the family must pay for food, housing, transportation, clothing and personal care, medical care and other consumer items.

In addition, taxes have since increased as a result of the federal income tax surcharge, higher state and local income taxes.

Government officials could not say how much more the budgets would be raised if updated to take into account these increases, but Labor Department records show that consumer prices have risen by about 7.5 percent since spring 1967.

Even without precise comparisons, other BLS studies show that earnings of the average worker fall considerably short of the moderate budget's income requirements, and in many cases even below the low budget's needs.

In March 1967—a month corresponding to the study period—average earnings for rank and file workers on private non-farm payrolls were \$99.41 a week. On an annual basis, this amounted to \$5,169, or \$3,907 short of the moderate budget and \$746 short of the low budget.

Area Costs Vary
The Labor Department em-

phasized that costs in each of the budgets vary widely depending on geographic location and size of the city. BLS supplied a breakdown of costs and separate budgets for each of the areas surveyed.

Chase defined the low budget as an "austere" one, but did not characterize the others. In the past, BLS has described a moderate budget as providing "a modest but adequate standard of living."

All three budgets assume "that maintenance of health and social well-being, the nurture of children, and participation in community activities are desirable and necessary goals."

In keeping with the government's position that cigarette smoking is "hazardous" to health, the budgets did not allow expenditures for cigarettes. There are allowances, however, for pipe tobacco, cigars and alcohol.

The department said that its studies show that "the lower the budget the larger the proportion of costs devoted to the necessities of life."

Basic Needs Listed

Consumption expenditures—food, housing, transportation, clothing, medical care, gifts, education and recreation—account for 82 percent of the low budget, 79 percent of the moderate budget and 76 percent of the higher budget.

When food and medical care costs are combined, they make up 35.9 percent of the low budget, 28.5 percent of the moderate budget and 23.6 percent of the higher budget.

The low budget provides less variety in food, more potatoes and dried beans, less fruit, less expensive cuts of meat, and fewer and cheaper restaurant meals than allowed in the moderate

and higher budgets.

All three budgets provide for group hospital and surgical insurance, but only the high budget specified major medical insurance, which supplements basic hospital-surgical coverage.

Food costs averaged \$1,644 in the low and \$2,105 and \$2,586 in the moderate and higher budgets. Medical care costs were set at \$474, \$477 and \$497 respectively.

The budgets differ in other major categories as follows:

Housing—Housing costs were \$1,303 in the lower budget, which allowed for rental only without air conditioning, \$2,230 in the moderate budget and \$3,340 in the higher budget. Home ownership was assumed for a majority of families in the moderate and higher budgets.

Transportation—Costs averaged \$446 in the low budget, \$872 in the moderate budget and \$1,127 in the higher budget. The differences resulted largely from the proportion of automobile ownership specified for each budget, the age of cars and how often they are replaced.

In addition, the low budget permits no out-of-town travel on planes, trains or other public vehicles, and no comprehensive insurance.

Clothing—Costs were \$538 in the lower budget, and \$767 and \$1,139 in the moderate and higher budgets respectively. Clothing allowances varied slightly in quantity but considerably in quality.

Social security, taxes—Social security payments averaged \$265 in the low budget and \$303 in both of the other budgets. Taxes were \$474 in the lower budget, \$1,062 and \$1,969 in the moderate and higher budgets.

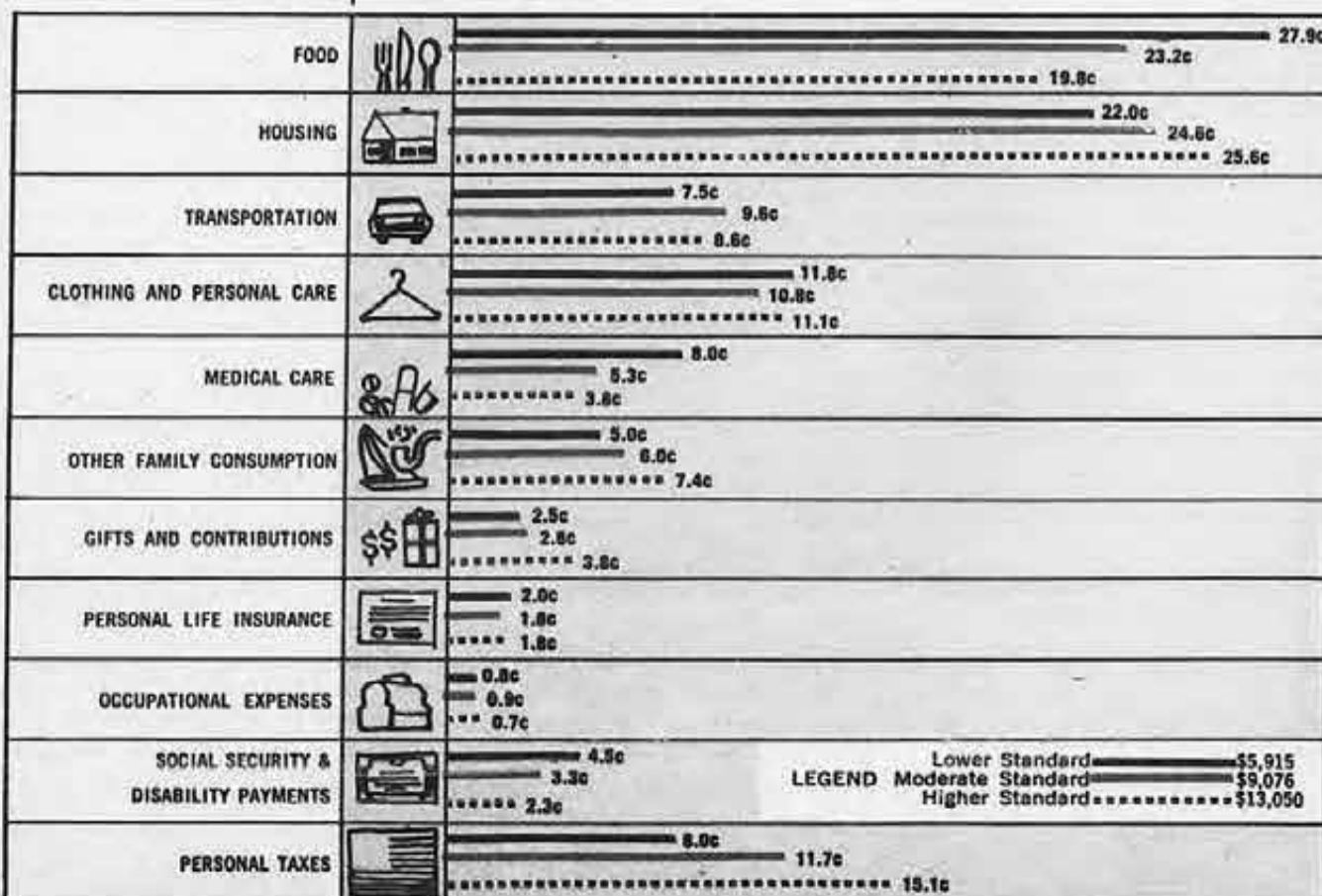
The most expensive of the 39



areas covered in the study was Honolulu, priced at \$7,246, \$10,902 and \$16,076 for the three budgets. The most economical was Austin, Tex. with budgets of \$5,237, \$7,952 and \$11,299.

For a moderate budget, the most expensive areas, following Honolulu, were Boston; New York-Northeastern New Jersey; Hartford, Conn.; San Francisco-Oakland and Buffalo. If Fairbanks, Alaska, had been included in the survey it "undoubtedly" would have topped Honolulu, Chase said.

URBAN FAMILY LIVING STANDARDS Spring 1967 WHERE THE DOLLAR GOES Urban United States



Attempt to Sneak 'Right-to-Work' Through Civil Rights Tie-in Defeated

SANTE FE—A backdoor attempt to put over a "right-to-work" law in New Mexico by attaching it to a civil rights bill has been soundly beaten in the state House of Representatives.

Earlier, by an identical 41-29 vote, the House rejected a move to bring the union shop ban before the electorate in either a general or special election as a constitutional amendment.

Although "right-to-work" may still come up in the Senate, the twin House actions seemed to spell doom for it in this session of the legislature.

A "right-to-work" proposal to outlaw union shop agreements in the state previously appeared on the state ballot as a constitutional amendment in 1948 and was defeated by a substantial margin.

The measure has been pushed unsuccessfully in the legislature in nine of the last 10 sessions by New Mexicans for Right to Work with assistance from the National Right to Work Committee and the Farm Bureau.

The proposed constitutional amendment on "right-to-work" came to the House floor this year with a 7-3 "do not pass" recommendation from the Labor Committee. The committee acted after holding a three-hour hearing attended by more than 50 persons.

Proponents at the hearing were led by President W. A. Langanegger of the New Mexico Farm Bureau and representatives of oil drilling companies. Langanegger said he feared unions in agriculture. The oil drillers attacked organizing efforts of the Oil, Chemical and Atomic Workers.

A key opponent, Brother Raymond Ogden, political sci-

ence professor at St. John's College here, said, "I think it is a proposal to keep the lousy low wages we have in this state."

Roland Kool, an Albuquerque attorney, said the law's chief aim "is to weaken organized labor."

When the measure came to the floor, debate followed similar lines. Proponents claimed it would prevent unions from getting too strong and bring industry to the state. Opponents said it was plainly designed to hold down wages and weaken union organizing drives.

Meanwhile, just before the

House turned down the constitutional amendment, its Appropriations and Finance Committee reported out a human rights bill with a recommendation for passage. By a 9-6 vote the committee adopted an amendment to make the union shop illegal under the law.

When the legislation reached the floor, the amendment was the immediate center of attack in debate, and it was stripped from the rights bill before the House went on to approve the balance of the measure.

The bill as it went to the Senate prohibits discrimination in employment because of sex, race, religion, color or national origin. It also bars discrimination in housing and public accommodations. A five-member commission would administer it.

The New Mexico legislature is under Democratic control and most of the votes that defeated "right-to-work" in both instances came from Democrats.

In Pennsylvania, a "right-to-work" bill has been introduced but has not moved. In Idaho and California open shop forces have organized drives, but no bills have been introduced.

In Kansas, "right-to-work" was adopted by a constitutional amendment in 1958 but the state has never passed necessary enabling legislation. This year labor is fighting against an enabling bill in the legislature.

A Stern Rebuke

The booming-voiced Senator Everett Dirksen (R-Ill.), in a mighty burst of praise for the new Republican administration, recently orated on the confidence he felt because of President Nixon's "firm hand on the rudder."

He didn't get away with it. A letter writer in the *Washington Post*, Karl G. Sorg, observed wryly:

"When I am on the high seas, I would like my skipper to keep a firm hand on the tiller, and to leave that rudder alone. Any skipper with a firm hand on the rudder is likely to be in water way over his head."

SIU Lifeboat Class No. 220



Kneeling (l-r) are John Adams, George Lindquist and Les Broderick. Seated are Ramond Gorsu, Ronnie Henderson, Terry Prater, Jack Milano and Pat Phillips. Standing are graduates Lloyd Ayres, Joseph Fedornak, Randolph Lumley, George Silfast and Gene Brewer.



SIU Instructor Paul McGarin (top left) and Coast Guard Examiner BM No. 1 N. L. Harvell pose with this group of graduates. Kneeling (l-r) are Otiliano Morales, Ake Ryden and Russell Carruthers. Seated are Louis Machicote, Michael Chewning, James Camp, Vasco Worrell and K. Svoboda. Standing are John Tilli, Robert Heffer, Thomas Walker and Art Braud. The class had 25 new graduates.

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

By Sidney Margolius

The case of the millions of General Motors cars now being recalled for repair of possible carburetor and exhaust-system defects is another in a growing list of car and household-product hazards coming increasingly into public view.

Not that these problems are all new. Auto-safety defects have been criticized by various auto clubs, consumer organizations and legislators for some 20 years now. But the problem has become further complicated by modern design which sometimes sacrifices safety for appearance.

Also adding to safety problems is the obviously inadequate testing of both cars and household products even as they are becoming more complicated. Another problem is that products today are designed for easy assembling on an assembly line, but sometimes with inadequate attention to potential safety problems.

One such example is a steam iron with a plastic switch on two pivots. The switch is easy to insert on the assembly line but it can come out in use, leaving the user holding a hot iron, and forced to go to the outlet to pull the plug.

The car manufacturers especially have long acted as a law unto themselves, with even the auto-insurance industry afraid to tangle with them and inclined to keep quiet about safety defects. The car makers never learn. They added some safety features by Government regulation. But, at the same time, more 1969 models have fast-back design—making it difficult to see who you're backing into—blind corners which hide part of your view when engaged in a tricky passing maneuver, and bumpers that are more ornamental than protective.

The biggest recent callback involved General Motors cars with the Quadra-Jet carburetor, and 1965-68 Biscayne, Bel Air, Impala and Caprice Chevrolets and some 1969 Chevys with 350-cubic inch engines, which may have a potential exhaust-system defect.

This particular carburetor problem is that a small plastic arm called a cam has broken on a few cars, causing the throttle to remain partly open. The exhaust-system defect was caused by the use of rubber plugs to seal openings in a rear panel of the car. But

the rubber plugs could deteriorate and allow carbon monoxide to enter the car if the exhaust pipe becomes damaged.

Similar problems could occur with other cars, and have. A carburetor can become stuck if a small part breaks, or the gas pedal linkage can become stuck or damaged. Either way you could find that when you take your foot off the gas pedal the engine keeps racing.

What would you yourself do if that happened to you? According to John Eck, emergency service manager of the AAA, the recommended action is to put the gear selector into neutral right away, or on clutch cars, to drop the gear lever into neutral.

This is preferable to turning off the ignition altogether because you have quicker access to power if you need to get out of the way of other traffic after you have slowed down.

Carbon monoxide is always a danger in cold months especially when car windows are closed. Exhaust systems can become rusted, or damaged or misaligned by a bump, and can leak monoxide into the car through the floor.

Eck says he never drives without a window open, and that the AAA always urges that car owners have their exhaust system inspected for possible damage every time a car is up on a service-station lift for lubrication or a tire change. Or if the car bottom has hit a bump, as can happen even coming out of some driveways, see if the tailpipe has been knocked out of alignment or otherwise damaged.

The irony of some of these safety problems is that they are caused by the saving of dimes on household products that may cost hundreds of dollars, and cars that cost thousands. The plastic part that broke on some carburetors cost about 50 cents, and was used on expensive Cadillacs, Oldsmobiles, Buicks, etc. Now General Motors is making this part of heavier plastic reinforced by a ring.

Manufacturers of various products often plead that improving their safety would add to costs. As in the instances mentioned above, the extra cost really would be minor. But at the same time the manufacturers cry cost, they often add other very expensive but not as essential features for convenience or just sales appeal.

Proof Is Clear: 1 Vote Counts!

ORANGEBURG, S. C.

—The importance of "one little vote" was underscored as the Communications Workers won a union representation election at the Smith-Corona Marchant plant here. The final tally: CWA 531, no union 530.

The narrow victory came after the National Labor Relations Board ruled that four challenged votes should be counted.

Of the challenged votes, three went to no union, but the fourth, for CWA, was enough for the union—just enough.

In the campaign that preceded the election, CWA leaders and local union officers fought against a barrage of company-inspired anti-union propaganda directed at employees.

High and Dry



THE SHIP HAD JUST RETURNED from Da Nang and was tied up at a shipyard in New York. After payoff, a crewmember started down the gangway heading for home. Waiting for him on the pier were two agents of the United States Justice Department. They asked him to open his suitcases. Inside one of them, concealed in a rolled up sweater, they found 200 marijuana cigarettes.

This young merchant seaman was not a dope addict, nor was he smuggling the stuff in to sell it. Because it was his first narcotics offense he got off in the courts with a suspended sentence following conviction. *But, he will never again be able to sail on a U.S.-flag merchant vessel.*

Is this hypothetical case an isolated one? Unfortunately, no. The files of the Marine Inspection Office include many such cases of seamen whose certificates have been permanently revoked by the Coast Guard for violation of narcotics laws. Coast Guard officials are understandably reluctant to reveal their methods of detecting these violations, but the increasing number of revocations recorded each year clearly shows that violators sooner or later will be caught.

Marijuana is the most commonly used—and abused—drug among young people. The use of marijuana on college campuses and among servicemen is spreading at an alarming rate. And, because of its ready availability in foreign ports, many young seamen have given in to the temptation to try a "reefer" just for kicks.

Despite the statements of some so-called authorities that marijuana is just an innocuous weed which is no more harmful than alcohol, the fact is that it is dangerous as well as illegal.

In addition to the physical dangers, the young seaman just starting his career—or the seagoing veteran nearing retirement—share an added danger: one narcotics violation, even if it is nothing more than possession of a single marijuana cigarette, means the end of sailing for the rest of his life. This can mean a career never really begun for the youngster or a career of many years lost, wasted for the seasoned old-timer.

A severe penalty? Yes, but for very good reasons.

The use of marijuana can produce severe mental confusion, including loss of judgment and memory. Heavy use can result in visual distortions, hallucination and impaired judgment of space and time. A minute may seem like an hour. Something nearby may seem far away. Any task or decision requiring good reflexes, co-ordination and clear thinking is shaded by the drug. The danger is intensified by a false feeling in the user that he is actually thinking

more clearly and acting more precisely than he usually is. A seaman who "is high" on marijuana—and the effects can last for many hours—is a potential threat to the safety of every man aboard his ship.

The increasing use of marijuana apparently stems from the belief that it is not addictive, and therefore not as harmful, as heroin, cocaine or opium. But even this belief is false as thousands of medical case histories have proven. Dr. Donald B. Louria, chairman of the New York State Council on Drug Addiction, cites several examples of the effects of smoking pot:

"One subject smoked one cigarette and became restless, agitated, dizzy, fearful of his surroundings and afraid of death. He had three short periods of unconsciousness. Another, a 19-year-old man, became depressed, used marijuana and experienced 'black despair.' He then got some tranquilizers from a friend and took them in an attempt at suicide."

Dr. Louria's long study of the use of marijuana leads him to the firm conviction that, in spite of all the talk about the so-called happy feelings that result from smoking pot, the effects are not always pleasant. Too often, he says, depression becomes desperation, and anxiety turns to panic.

Then there is the question of addiction. While it may be true that pot is not physically addicting like hard narcotics such as heroin, it can still produce an emotional dependency in many users. Whether we call it an addiction or a dependency, the result is the same—one can become hooked and will try to stay "high" as long and as often as possible. The real danger is that the "pothead"—the person who becomes dependent on marijuana—very often becomes the tragic victim of hard narcotics.

A recent survey by the New York State Narcotic Addiction Control Commission resulted in a shocking prediction: About 40 percent of the young people using marijuana today will move on to heroin within a few years. These findings, together with the results of similar studies in other major cities, confirm the opinion of medical experts that there can be a progression from marijuana to the hard drugs. It is practically impossible for the young person taking his first marijuana smoke to predict whether he will be an occasional user or will become a pothead and move on to the hard stuff.

In addition to permanent loss of his seaman's documents for the slightest infraction of narcotics laws, there is something else that the young seaman who might be tempted to try marijuana ought to know about the deceptive nature of the drug itself. While it is true that the variety of marijuana usually available in the United States does not appear to cause any lasting physical or mental damage, reefers made

from weeds found in the Middle East, Africa and the Far East are far more powerful, far more dangerous—and far more readily available to the sailor.

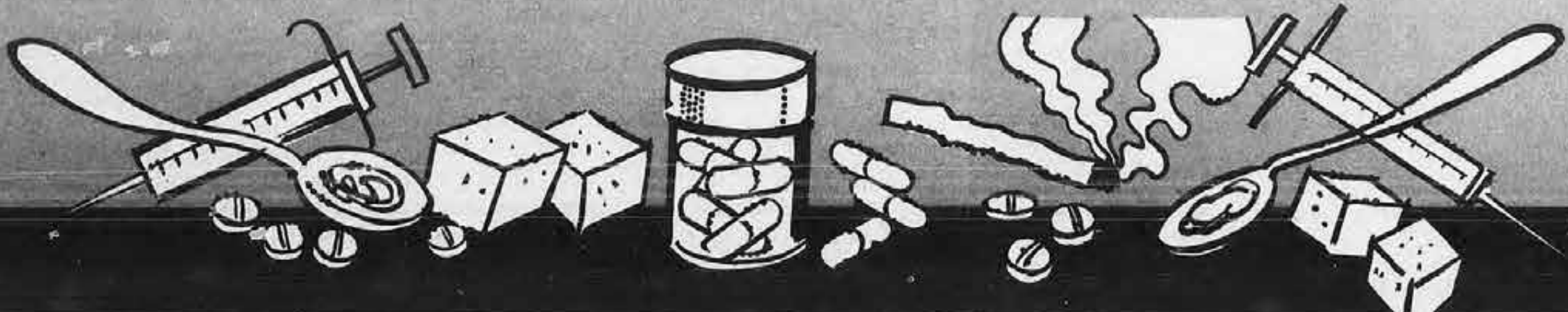
Hashish, bhang and khat, all closely related to marijuana, can easily be purchased in many ports regularly visited by American-flag merchant ships. These varieties of marijuana are cheap and they are potent. In one area in Southern Arabia, the entire male population is in an almost constant state of intoxication because of the regular chewing of khat leaves. Studies made by the World Health Organization in several areas in the Middle and Far East over a number of years have shown that serious and permanent physical and emotional disturbances do result from continued use of these drugs. The habitual use of hashish, for example, has definitely been associated with criminal behavior, violence and insanity.

The seaman who stops in at any cigarette stand on Tu Do Street in Saigon or in any bar in Cam Rahn Bay can pick up a bag of ten ready-rolled reefers for anywhere from \$1 to \$2.50. In one area of Saigon a carton of marijuana cigarettes—neatly packed in what used to be regular American cigarette wrappers—sells for \$20. One soldier stationed there observed: "There's so much marijuana stored in that section of Saigon that if it ever caught fire the whole city would get stoned."

That may seem funny, but the sad fact is that any serviceman or seaman who buys the stuff can never be sure if it is marijuana, which is dangerous enough, or some more potent compound processed from hashish.

The true seriousness of the marijuana problem is clearly evidenced by the fact that it is the subject of a worldwide prohibition as expressed in the 1961 Single Convention on Narcotic Drugs. On the advice of a special committee of the World Health Organization, marijuana was placed in a special category with heroin as being a drug "particularly liable to abuse and to produce ill effects."

The United States has controlled the possession, sale and use of marijuana since 1937 under the Marijuana Tax Act. The criminal penalties for violations of that act are severe. A person found guilty of possession of the drug can be sentenced to a probationary term of not less than two years or to a prison term of up to ten years. The illegal sale or transfer of marijuana can bring a sentence of from five to 20 years in a federal prison—for the first offense. And, of course, for the merchant seaman who is caught using or even possessing marijuana or any other narcotic—whether he goes to jail or not—it means the end of his sailing career!



Opposes Ruling for Networks

AFL-CIO Urges High Court Backing For Rebuttal to Broadcast Attacks

WASHINGTON—The AFL-CIO has asked the Supreme Court to uphold a Federal Communications Commission rule requiring radio and television stations which broadcast personal attacks on individuals to give the victims a chance to reply.

Two broadcasting networks and an association of radio and television news directors challenged the rule, claiming it interfered with their freedom of speech and would be burdensome. A federal appellate court in Chicago agreed with them and held the rule unconstitutional.

On the contrary, the AFL-CIO argued in its brief to the Supreme Court, meaningful freedom of speech requires that the public have access to the publicly-owned airwaves. Unlike other forms of communication, the number of channels available for broadcasting are limited. In licensing a station, the AFL-CIO said, the government has both the right and duty to insist that basic rules of fair play be followed.

While the AFL-CIO is not directly involved in the litigation, the federation filed a friend-of-the-court brief in support of the FCC.

Labor has a stake in the broad issue involved, the federation said in explaining its interest in the case. It cited examples of unions being denied

air time to present their views during organizing drives, strikes and legislative campaigns.

Necessary Protection

If anything, the AFL-CIO said, the government has been "overly cautious" in acting to assure public access to the airwaves. The specific rule that is being challenged is not only reasonable but also a necessary protection of the public's rights, the federation said.

The rule in question assures the right of reply "when, during the presentation of views on a controversial issue of public importance, an attack is made upon the honesty, character, integrity or like personal qualities of an identified person or group."

It exempts a broad range of programs, including newscasts and news commentary.

The FCC brief warned that a Supreme Court decision invalidating its personal attack rule would also act to undermine the long-standing "fairness doctrine" which requires that more than one side of controversial issues be presented by broadcasting stations.

Its brief dealt also with a companion case before the Supreme Court, involving the refusal of Station WGCN in Red Lion, Pa., to provide free time to author Fred J. Cook after he was viciously attacked on the right-wing Christian Crusade

program of Reverend Billy James Hargis.

Specific Example

In effect, this case is a specific example of the personal attack rule even though the FCC order to the Red Lion station preceded the rule. Actually the general rule was an outgrowth of the controversy over the Red Lion case.

In the Red Lion case, a different federal appellate court upheld the authority of the FCC to insist on the right of reply to a personal attack. Thus the Supreme Court has two conflicting appellate court decisions involving the same basic principle.

In arguing for the right of reply, the AFL-CIO brief stressed that "radio and television stations are not the private preserve of the licensees. . . . The airwaves cannot, consistent with the Constitution, be made the exclusive domain of those in the business of broadcasting."

Justice Dept. 'Time Study' Chasing Lawyers Clockwise

Management sometimes works in wondrous ways, as nearly 1,200 Justice Department attorneys in Washington are discovering.

The government lawyers have been ordered to keep a running record of how they spend each 12-minute segment of the day. Then, before wash-up time, they are supposed to consult a code book and summarize their day's work in computer language on another sheet.

A 10-page memo from the new deputy attorney general, Richard G. Kleindienst, broke the news to the lawyers. They were then called in groups to a 90-minute "no-questions-allowed" briefing session for further explanation of the complexities of the new program.

The reason for it all, as given at one of the briefing sessions, "is to develop a body of data to prove to Congress that the department is understaffed."

This, of course, gave rise to speculation that the thousands of man-hours involved in devising, explaining, record-keeping, tabulating and computerizing might suggest just the opposite to congressional budget-watchers.

Representative Charles S. Joelson (D-N.J.), who is a member of the House Appropriations subcommittee that handles the Justice Department money bill, seemed to be of this opinion. He described the time study program as "nonsense."

The department's lawyers aren't organized, but a federal workers' union spoke up for them anyway.

President John F. Griner of the American Federation of Government Employees denounced the time sheet program as "an undignified nuisance imposed upon a group of hard-working federal employees."

Grape Growers Set up Bogus Union In Effort to Confuse Farm Workers

Two top officers of an organization set up to undermine the AFL-CIO United Farm Workers Organizing Committee have admitted that their outfit was formed and financed by grape growers who have opposed union rights for their workers.

Facts on the founding and activities of the Agriculture Workers Freedom to Work Association came to light in a report filed with the Labor Department to comply with reporting requirements of the Landrum-Griffin Act.

The document—filed by AFWWA President Gilbert Rubio and Secretary-Treasurer Shirley Fetalvero—revealed that the organization was conceived at a meeting attended by Rubio, Jose Mendoza and a group of about ten grape growers.

Mendoza, general secretary of AFWWA, recently made a national tour to denounce UFWOC and its president, Cesar Chavez—a tour he said was financed by the National Right to Work Committee.

Giumarras Present

Rubio and Miss Fetalvero said that among those attending AFWWA's founding meeting in a Bakersfield, Calif., restaurant last May were John Giumarra, Sr., and John Giumarra, Jr., treasurer and general counsel respectively of Giumarra Vine-

yards, which has led grower opposition to farm workers' unionization.

Others attending the meeting, according to the statement, included Jack Pandol, another grower, and representatives of the Di Giorgio Corp., which had previously signed a contract with UFWOC.

The document made it clear that AFWWA was founded by growers, not workers, to counteract efforts to organize farm workers and the UFWOC boycott of grape growers who refused to hold union representation elections.

"We were to tell workers not to be afraid of Chavez, to be united, and we would support and protect workers and oppose efforts to organize and boycott," Rubio and Miss Fetalvero said.

The document brought out that Rubio and Mendoza were offered \$120 a week. That money, along with other sums, it added, was paid to AFWWA through another organization called Mexican-American Democrats for Republican Action (MADRA).

The AFWWA officers listed dozens of checks ranging up to \$500 which were allegedly used by AFWWA after they came through MADRA.

Records of AFWWA's activities, according to the statement, were kept by Donald Gazzaniga, head of Public Research Institute, part of a

firm known as California Editors Publishing Company.

Authored R-T-W Tract

Gazzaniga has published a booklet, "California's Number One Industry Under Attack," a denunciation of unionizing of grape workers. It has been distributed by the National Right to Work Committee.

Gazzaniga gave money to Rubio and Mendoza "under the cover that they were researchers" for the publication, Rubio said.

He charged that Mendoza is now trying to dissolve AFWWA, presumably because it is no longer useful.

John Giumarra, Jr., denied the charges "that we gave money to Mendoza" and said "we will fight them in court."

He contended that Rubio had once supported UFWOC, then joined AFWWA to fight the union, "and now he seems to have switched again."

Cambodia in ILO As 119th Member

Geneva—Cambodia has become a member of the International Labor Organization, bringing the membership of the United Nations agency to 119 countries, ILO Director-Gen. David A. Morse announced.

The new membership became effective when Cambodia accepted obligations of the ILO constitution.

First SIU Pension Check



End of sailing career and beginning of retirement is heralded by Chris S. Cipriano, right, receiving first pension check from New York Patrolman Luige Iovino. Cipriano, who makes his home in the Philippines, sailed as FWT. His last ship was the Steel Voyager.

UHF Radio Used For Port 'Paging' In San Francisco

SAN FRANCISCO—Ultra high frequency radio contact is being used for the first time by the Marine Exchange here to facilitate harbor communications.

Put into operation on April 1, the new system utilizes pocket sized, self-contained receivers which are carried by staff members of steamship companies, port service and other personnel on the move in and around San Francisco and San Pablo bays. The communications service can be extended, whenever required, to include Suisun Bay and the inland Delta navigation system.

Permission was first granted by the Federal Communications Commission in January for the Marine Exchange to use 462.85 megacycles for this mobile paging service. A 24-hour San Francisco waterfront communications center receives messages by telephone. The center then relays these messages by UHF voice radio.

Each receiver, or combination of receivers, can be selectively paged so that messages will be received only by those for whom they are intended.

Although originally engineered at the request of members of the maritime industry to meet the problems of immediately contacting their staff members in the field, the system is soon expected to be used not only by vessel owners and agents but also by pilots, government personnel and suppliers of services and provisions for ships.

The Golden Gate maritime service and developmental agency is reported to be the first licensee by the FCC for the newly-designated UHF frequency.

No 'Patch-Work' Changes

Direct Presidential Election by the People Urged

WASHINGTON—The AFL-CIO has urged Congress to initiate a constitutional amendment providing for election of the President by popular vote rather than seek a mere "patchwork" change in the present Electoral College system.

Federation President George Meany presented labor's views to the House Judiciary Committee which is considering a smorgasbord of proposals for electoral reform.

Meany took issue with President Nixon who suggested a "proportional" system of dividing a state's electoral votes because he didn't think a direct election amendment would be ratified by the required three-fourths of the states.

On the contrary, Meany insisted, direct election is the one proposal that has broad public approval—demonstrated by big majorities in public opinion polls and in endorsements by a wide range of organizations, including the American Bar Association and Chamber of Commerce.

"None of the other proposals has any comparably broad support," Meany noted. And all suffer from a common weakness—they could result in the election of a President who received fewer votes than an opponent.

Meany told the committee that the AFL-CIO supports a constitutional amendment which would:

- Provide for the election of the President and Vice President by direct, nationwide popular vote.
- Require a runoff between the two top candidates if no candidate receives at least 40 percent of the popular vote.
- Establish a single constitutional standard guaranteeing that all persons 18 or above have the right to vote in presidential elections.
- Authorize Congress to pass legislation governing the conduct of presidential elections and the requirements for being listed on the ballot.

Meany rejected the argument that direct election of the President would be a departure from the federal system of government.

He pointed out that the Electoral College system, as initially conceived in the Constitution, quickly proved unworkable and remains an "anachronism" in the American political process.

Three times, he noted, it has resulted in election of a President who trailed in the voting.

Worst of all, Meany stressed, is the procedure for throwing the election into the House of Representatives if no candidate has a majority in the Electoral College—under a procedure giving each state one vote.

Some of the proposals for electoral reform would correct some of the potential dangers in the present system, Meany noted.

Thus a proposal to abolish the Electoral College and cast all of a state's votes for the winning candidate would eliminate the problem of "faithless" electors who disregard the voters' choice to cast their ballots for a different candidate.

And a proposal to have a joint session of Congress choose the President if no candidate wins an electoral majority would be



Chairman Emanuel Celler (D-N.Y.), right, welcomes AFL-CIO President George Meany prior to his testimony at committee hearings.

preferable to the present system, since each congressman and senator would cast a vote.

But despite some improvements, Meany declared, the AFL-CIO cannot endorse such an amendment "since it still would permit the popular will as demonstrated by the votes of the people to be disregarded. At the present time, and under present-day political, economic and social conditions, we do not believe this is any longer tolerable."

The same objection applies to proposals for selection of electors from each congressional district instead of a "winner take all" statewide contest or to the proportional division of a state's electoral votes, Meany said.

Under the most-touted "district" system, Meany told the committee, Nixon would have been elected President in 1960 with 278 electoral votes to 245 for John F. Kennedy—even though Kennedy polled more popular votes.

Meany noted that Nixon said his "personal preference" would be for direct popular election.

There would be a better chance for its ratification, Meany suggested, if the President would give "unequivocal support" to popular election.

"If the proposal for direct popular election cannot be adopted," Meany said, "there is little reason to believe that any other plan can."

In response to questions Meany reiterated that the common weakness of all alternatives to direct popular election is that they don't assure majority rule, "the essence of democracy."

He was asked whether a requirement for a runoff election if no candidate received 40 percent of the popular vote would invite a "deal" by which the candidate who was eliminated would throw his support to one of the runoff candidates.

To this, Meany replied that the present system involving the Electoral College and the House of Representatives invites undercover deals. Any "deal" under a popular vote runoff, Meany noted, "would have to be made on the front pages of the newspapers, not behind a kitchen sink." And most important, he added, the final decision would be with the voters.

Oil Workers Urge Boycott of Shell To Counter Firm's Stalling Tactics

DENVER—President A. F. Grospron of the Oil, Chemical & Atomic Workers announced that the OCAW executive board has voted unanimously for a worldwide consumer boycott of Shell Oil and Shell Chemical Company products.

Grospron said "we have tried for months to negotiate a Shell contract equivalent to those granted by virtually all other oil companies."

While agreement was reached at some locations, Shell "refuses to be fair and reasonable in contracts covering more than 2,000 workers" in California facilities of Shell, he declared.

Shell employees went on strike January 4 with about 56,000 other oil workers in the United States. Strike settlements were reached beginning January 11 with all firms except Shell on the West Coast; Standard Oil Co. of Ohio at Toledo and

Lima; Continental Oil Co. at Wrenshall, Minn., and smaller firms employing about 1,000 workers.

Shell is owned by the Royal Dutch Petroleum Co. of the Netherlands and Shell Transport and Trading Company of Great Britain. Grospron cited these Shell tactics:

"The company seeks to penalize our members for striking. It seeks to fire 10 of them and to suspend 15 others. It wants to deny 1969 vacations to more than 200 of them because of their strike action."

Shell employees who were still on strike voted March 15 to return to work unconditionally, without a contract, pending further negotiations. Of this action Grospron said:

"We removed picket lines and the men began returning to their jobs. Now we are turning to our friends and the public for help.

"We are asking them not to buy Shell products. We are requesting them to return their Shell credit cards to the company."

Grospron said world assistance would be sought through the International Federation of Petroleum and Chemical Workers, a federation of more than 100 unions with two million members in more than 70 countries.

In this hemisphere, the "don't buy" drive will be co-ordinated with the AFL-CIO and the Canadian Labour Congress and their affiliated unions.

In February the AFL-CIO Executive Council voted at its Florida meeting to call on all affiliated international unions, and state and local central bodies, to "render every possible assistance to those oil workers who remain on strike."

SIU WELFARE, VACATION PLANS

February 1-February 28, 1969

| | Number of Benefits | Amount Paid |
|--|--------------------|-----------------------|
| Hospital Benefits (Welfare) . . . | 1,437 | \$ 19,645.56 |
| Death Benefits (Welfare) | 30 | 74,943.08 |
| Disability Benefits (Welfare) . . . | 1,014 | 231,925.00 |
| Maternity Benefits (Welfare) . . . | 23 | 4,653.25 |
| Dependent Benefits (Welfare) . . . | 1,689 | 66,437.87 |
| (Average: \$393.36) | | |
| Optical Benefits (Welfare) | 272 | 2,094.32 |
| Out-Patient Benefits (Welfare) . . . | 4,051 | 32,522.80 |
| SUMMARY (Welfare) | 8,516 | 432,221.88 |
| Vacation Benefits | 1,361 | 581,400.56 |
| (Average: \$427.19) | | |
| Total Welfare, Vacation Benefits Paid This Period . . . | 9,877 | \$1,013,622.44 |

Hailed as Significant Life-Saver

Labor Praises New Govt. Radiation Standards

WASHINGTON—The AFL-CIO and affiliated unions representing the nation's uranium miners have told Congress that the federal government's new radiation safety standards will save the lives of a significant number of miners.

George Taylor, secretary of the AFL-CIO Staff Committee on Atomic Energy and National Resources, said industry has the technological ability to make uranium mines safe for workers.

The cost of complying with the new regulations would not be prohibitive, he said. And in any event, he stressed, the overriding factor in deciding the level of radiation concentration allowed in mines must be the health and lives of the miners.

Taylor testified before the congressional Joint Committee on Atomic Energy on behalf of the AFL-CIO, the Oil, Chemical & Atomic Workers, the Steelworkers and the AFL-CIO Metal Trades Department.

The committee does not have any legislation before it. But it is looking into the diversity of government standards applying to uranium mine safety and in-

dustry claims that the added costs of new ventilating equipment would be burdensome and unnecessary.

Three Agencies Involved

Three federal agencies have a role in setting standards.

The Labor Department has statutory authority under the Walsh-Healey Act because all uranium mines sell their entire production to the Atomic Energy Commission — and under federal law must continue to do so until 1971.

All government departments with any interest at all in radiation or atomic energy are represented on the inter-agency Federal Radiation Council. The council recommends safety standards to protect both workers and the public.

In addition, the Interior Department issues its own standards under the Metal and Non-Metallic Mine Safety Act. When the government ceases to be the sole buyer of uranium concentrates, the Interior Department regulations would apply to mines selling to private industry.

After several years of controversy over what the standards

should be, all three federal bodies acted in January, shortly before the change of administration.

The Labor Department adopted the standard which had been strongly urged by the AFL-CIO.

The technical term describing it is 4 Working Level Months (WLM). That is a means of measuring both the concentration of radiation and the period of exposure, based on a 40-hour week for a one-year period. The previous standard was 12 WLM, allowing mines to be exposed to three times as much radiation.

Defending the new standard, Taylor told the committee that a study of some 25,000 persons with an average of eight years employment at this concentration of radiation exposure showed no more cases of cancer than could be expected among the population at large.

By contrast, he said, miners working at higher concentrations have been found to have a much higher percentage of lung cancer than would be expected from the general population.

The Federal Radiation Council and the Interior Department

also adopted a 4 WLM standard.

Allows Delay

However, their standards would allow mines until January 1, 1971, to reach that level. Until then, they could continue at the higher 12 WLM rate.

The Labor Department Walsh-Healey standards are immediately effective. However, a mine may be given an exemption until 1971 if it comes up with a plan to bring the exposure down to the 4 WLM standard by that date.

Taylor noted that the differences among the standards "are more apparent than real" and the adoption of the 4 WLM standard has been "long overdue."

The industry, he suggested, should have no difficulty in meeting the new standard well before the 1971 deadline.

Taylor recalled that other industries have been required to go to some expense to meet federal, state and local regulations governing pollution. Thus the uranium mining industry, he suggested, has no cause to feel "unjustly singled out" because it is required to spend money to protect the lives and health of its workers.

Job Downgrading Of Civil Servants Charged in South

NEW ORLEANS — The American Federation of Government Employees has charged that the federal government is shortchanging many of its employees in the South.

AFGE President John F. Griner said this is being done by assigning southern workers to lower salary grades than employees doing the same work in other areas of the country.

He charged that this is a direct defiance of civil service classification rules which are supposed to ensure "equal pay for equal work."

Griner told a news conference that a number of federal agencies are apparently following "the law of supply and demand" rather than the civil service law.

"In the large metropolitan areas, where there is competition for the skills of the employees, the government is willing to pay the price," Griner said. But when it can get people to work for less, as in parts of the South, he added, it hires them at lower civil service grades than their jobs should carry.

The union's executive council, meeting here, protested the practice.

300,000-Member Union Formed

Railway Clerks Union Merges With Communication Workers

WASHINGTON—A long-planned merger that brings the Transportation-Communication Employees into the Railway and Airline Clerks as an autonomous division has taken place.

Details of the merger were announced jointly by BRAC President C. L. Dennis and TCU President A. R. Lowry, with both acclaiming its advantages.

Under the merger, TCU will become the Transportation-Communications Division of the BRAC, with about 40,000 members. Since BRAC's previous membership was 270,000, the merger puts the union over the 300,000 mark.

Lowry will serve as president of the new division. In addition, he becomes a member of BRAC's executive council. Other officers of the TCU continue in similar posts in the new division.

Merger negotiations between officers of the TCU and BRAC opened early in 1967 and continued into 1968.

Last July, delegates to the TCU convention, by more than a two-thirds margin, authorized the union's grand lodge and general officers to consider the TCU-BRAC plan along with any other merger possibilities.

The convention decided further that any plan approved by a majority of the officers would

then be submitted to the membership which would ratify it by a majority vote.

After determining that no merger possibilities with other unions could be worked out, TCU officers further discussed and debated the TCU-BRAC plan, approved it and submitted it to the members.

The plan was ratified by a substantial margin of the union's members in the United States and Canada in a mail referendum held during October 1968.

In their joint statement, Dennis and Lowry said the merger means "that the members of our two organizations will be able to enjoy the many benefits of belonging to one stronger union."

"Both the BRAC and the TCU have played important roles in winning higher pay and improved benefits for transportation employees in the United States and Canada," they said.

"Now, under one union roof, we anticipate continued progress through the use of modern collective bargaining."

In another development, BRAC announced that it is in negotiations on a merger with the Railway, Transport and General Workers of Canada, an independent union representing some 35,000 workers.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

March 1, 1969 to March 31, 1969

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 | 9 | 9 | 6 | 5 | 3 | 8 | 7 |
| New York | 93 | 149 | 74 | 84 | 24 | 216 | 237 |
| Philadelphia | 18 | 24 | 16 | 14 | 7 | 24 | 24 |
| Baltimore | 73 | 37 | 80 | 40 | 17 | 99 | 60 |
| Norfolk | 36 | 45 | 30 | 29 | 13 | 29 | 31 |
| Jacksonville | 36 | 49 | 24 | 32 | 30 | 30 | 26 |
| Tampa | 20 | 19 | 12 | 14 | 3 | 19 | 19 |
| Mobile | 51 | 45 | 35 | 35 | 2 | 74 | 48 |
| New Orleans | 89 | 127 | 110 | 66 | 0 | 165 | 123 |
| Houston | 71 | 77 | 71 | 83 | 20 | 150 | 143 |
| Wilmington | 47 | 47 | 46 | 39 | 24 | 41 | 8 |
| San Francisco | 91 | 115 | 70 | 107 | 38 | 63 | 11 |
| Seattle | 62 | 36 | 49 | 28 | 22 | 54 | 11 |
| Totals | 696 | 779 | 623 | 576 | 203 | 972 | 748 |

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 | 8 | 0 | 6 | 3 | 6 | 3 |
| New York | 68 | 143 | 63 | 109 | 35 | 162 | 236 |
| Philadelphia | 20 | 23 | 16 | 12 | 9 | 18 | 13 |
| Baltimore | 43 | 55 | 52 | 47 | 14 | 69 | 66 |
| Norfolk | 12 | 36 | 28 | 25 | 10 | 18 | 27 |
| Jacksonville | 15 | 49 | 9 | 30 | 27 | 14 | 23 |
| Tampa | 14 | 11 | 7 | 9 | 1 | 14 | 14 |
| Mobile | 29 | 56 | 26 | 30 | 2 | 45 | 73 |
| New Orleans | 63 | 147 | 76 | 64 | 0 | 115 | 183 |
| Houston | 30 | 84 | 48 | 74 | 21 | 97 | 127 |
| Wilmington | 21 | 44 | 19 | 31 | 25 | 20 | 5 |
| San Francisco | 79 | 121 | 73 | 96 | 42 | 48 | 17 |
| Seattle | 43 | 33 | 30 | 34 | 28 | 19 | 7 |
| Totals | 441 | 810 | 457 | 567 | 218 | 645 | 794 |

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 | 2 | 3 | 0 | 6 | 3 | 2 |
| New York | 8 | 56 | 50 | 43 | 51 | 149 | 96 |
| Philadelphia | 6 | 8 | 10 | 12 | 9 | 11 | 12 |
| Baltimore | 43 | 26 | 35 | 20 | 18 | 91 | 49 |
| Norfolk | 13 | 23 | 12 | 18 | 25 | 24 | 21 |
| Jacksonville | 18 | 23 | 10 | 25 | 44 | 13 | 3 |
| Tampa | 7 | 5 | 2 | 7 | 0 | 20 | 18 |
| Mobile | 29 | 26 | 26 | 14 | 1 | 69 | 43 |
| New Orleans | 91 | 61 | 76 | 49 | 1 | 182 | 93 |
| Houston | 43 | 75 | 46 | 65 | 9 | 116 | 55 |
| Wilmington | 15 | 25 | 20 | 16 | 19 | 21 | 11 |
| San Francisco | 63 | 118 | 62 | 103 | 30 | 39 | 18 |
| Seattle | 26 | 18 | 30 | 15 | 14 | 38 | 2 |
| Totals | 365 | 466 | 382 | 387 | 227 | 776 | 420 |

Bill to Preserve Wildlife Backed By Fur Workers

WASHINGTON — A union representing fur workers joined with conservation groups in support of legislation, proposed by Representative Edward A. Garmatz (D-Md.), to protect species of animals threatened with extinction.

The Meat Cutters and Butcher Workmen testified before a House subcommittee on a bill to prevent rare animals from being slaughtered for fur or skin and to ban importation of prohibited products. The designation of species threatened with extinction would be made by the Secretary of the Interior.

At the same time, the union urged a House Merchant Marine and Fisheries subcommittee to amend the bill to instruct the government to seek an international treaty dealing with threatened wildlife.

"Obviously," the union said, "the goal of conserving species will not be met if the United States bans the importation, but others do not. Also, we greatly fear that unless other nations provide a similar ban, U.S. fur and leather jobs may be exported."

The Meat Cutters took the initiative in working with conservation groups on a legislative approach which would protect threatened wildlife without the risk of job losses seen in legislation introduced, but not acted on, in the last Congress.

Representative John D. Dingell (D-Mich.) is chairman of the subcommittee considering the bill, which was introduced by Garmatz, chairman of the full committee. The legislation was endorsed by both the Johnson and Nixon Administrations.

To Avoid Collapse of School System:

AFL-CIO Urges Expanded Govt. Aid to Education

WASHINGTON — Federal aid to education has saved America's school system from total collapse and must be continued and expanded, the AFL-CIO has told Congress.

Walter G. Davis, the federation's education director, warned that city school systems "face disaster" if Congress abandons the federal grant program which has helped elementary and secondary schools meet the educational needs of children from the poorest families.

The landmark Elementary and Secondary Education Act was launched four years ago by the 89th Congress and Davis urged the House Education and Labor Committee to extend it another five years.

It hasn't solved all of the nation's educational problems and

"no one ever supposed that it would do so," Davis noted. But, he stressed, without this massive federal aid "many of the major school systems in America would have collapsed altogether."

Joining Davis in presenting the AFL-CIO position were Legislative Representative Kenneth Young and Jack Sessions of the federation's education staff.

They supported the five-year extension bill which has been introduced by Committee Chairman Carl D. Perkins (D-Ky.).

Davis warned that "the entire structure of federal support for education" could be destroyed if the existing program were scrapped and Congress substituted "block grants" that states could spend for any edu-

cation programs they wished.

Blocked Many Years

He reminded the committee of the many years that federal aid legislation was blocked in Congress until a way was finally found to maintain separation of church and state and at the same time "meet the understandable concern of parents of children in non-public schools that their children share in the benefits of federal aid."

The solution, Davis noted, was to allocate the bulk of federal funds "on the basis of child needs rather than school needs." The allocation is based on the number of school-age children from poverty-level families in a school district, whether or not they are attending public schools.

Another drawback of block grants, Davis said, is that "political pressures" on state boards of education might result in shortchanging the city schools where the needs are greatest.

Several congressmen have suggested adding a general aid to education program to the existing legislation and Davis told the committee there is some merit in the concept.

Starved for Funds

But he said it wouldn't make any sense to try to add on new aid programs when the basic program is still starved for funds.

Congress last year appropriated less than \$1.5 billion of the \$3.25 billion authorized under the Elementary and Secondary Education Act.

"As a result," Davis said, "the available funds have been spread too thin to accomplish their purpose." It has been, he suggested, "a case of too little money and too many poor children."

The pending legislation does

not actually provide money for the program; that requires separate legislation, handled by the Appropriations Committee. Davis stressed that the AFL-CIO has repeatedly "testified strongly for full appropriations."

It has also, he noted, criticized the Johnson Administration for not seeking as much money as Congress authorized for aid to education. Adequate funding of the basic program, Davis said, "is a national—not a partisan—issue."

He said the AFL-CIO believes "that the present emphasis should be on obtaining the full appropriations which are presently authorized and upon increasing the authorizations to more realistic levels, rather than upon developing still new programs."

Extension of the present law, Davis said, should be accompanied by "forward funding" of the program—advance appropriations commitments which make it possible for school districts to know what federal funds are available when they draw up their budgets and plan their programs.

Improved Performance

In separate testimony, spokesmen for the American Federation of Teachers endorsed extension and expansion of the federal aid program.

Carl J. Megel, the union's legislative representative, said improvement in student performance has resulted from special programs financed by the federal grants.

A panel of AFT leaders from big city locals testified to the urgency of the need and endorsed the legislation. The delegation included the presidents of AFT locals in New York, Chicago, Philadelphia, Detroit, Boston and Minneapolis.

Textile Contract Awards Hit As Whitewashing Racial Bias

WASHINGTON—The Leadership Conference on Civil Rights has urged the Defense Department to hold up any new contracts to three textile firms with past records of race discrimination—until it has actual evidence that the job discrimination has been corrected.

The firms involved are J. P. Stevens and Co., whose name has become synonymous with union-busting, Burlington Mills and Dan River Mills.

Despite findings that the firms had failed to take "affirmative action" to remedy job discrimination, Deputy Defense Secretary David Packard authorized multi-million dollar supply con-

tracts in February after receiving "personal assurances" from the heads of the firms that discrimination would be corrected.

More recently, Labor Secretary George P. Shultz, whose department is charged with enforcement of a presidential order against discrimination in firms dealing with the government, announced that the government will follow through to see that the companies live up to their promises.

He said the Labor Department and Defense Department are working on a questionnaire that the firms will have to fill out quarterly.

It will require, he said, "detailed information in writing regarding actions taken and results achieved in recruitment, hiring, placement, upgrading and treatment of employees, including the use of company facilities."

The Defense Department went ahead with the contracts, with the concurrence of Shultz, after Senator Strom Thurmond (R-S.C.) had sharply protested the threatened disqualification of the firms.

Officials of the civil rights leadership group wrote Packard their concern that the leniency shown the three textile firms may weaken enforcement of the government's policy. Other federal departments, the letter said, might follow the Defense Department example.

There should be no contracts, the civil rights group said, until both the Defense Department and the Labor Department determine that the requirements of the executive order are being fully met.

The letter was signed by Clarence M. Mitchell, legislative chairman, and James Hamilton, compliance and enforcement chairman of the leadership conference.

FTC Offers Prescription For Drug Advertising Ills

WASHINGTON—Those who have grown tired of drug commercials which tout a product as being the ideal cure for everything from chilblains to sleeplessness may take some comfort from a set of proposed guides newly issued by the Federal Trade Commission.

Geared to regulate the advertising of over-the-counter drugs—defined by the agency as all those that can be bought without a doctor's prescription—the guides state that the companies shouldn't misrepresent their benefits, effectiveness or safety.

They provide that ads must be consistent with labeling and that advertisers are not to represent their products as being superior to their competitors—unless this happens to be true. Not only are the manufacturers enjoined from careless handling of the truth in their claims, but advertising agencies as well are held responsible for any excesses they dream up.

The rules go into such matters as the use of corporate names and trademarks in advertising, of drug guarantees and warranties, and of representations concerning the extent of product testing.

Written comments on the proposals may be submitted until May 19, at which time the commission expects to adopt final guides. These will be merely advisory and are intended to encourage voluntary compliance. The Federal Trade Commission Act bars deceptive advertising as well as unfair methods of competition.

Receiving First SIU Pension Check



Rolland Skinner (right), who sailed in the deck department, receives his first SIU pension check from Frankfort Port Agent Harold Rathbun at the hall, recently. Skinner was born in Kansas.

Free World Backing Mounts For Calif. Grape Boycott

Free world labor is responding to an appeal for help from U.S. farm workers by refusing to handle struck California grapes.

First to join the international boycott was the Swedish Landworkers' Union, one of the largest European importers of California table grapes for its consumer cooperatives, followed by transport unions in the other Scandinavian countries.

The International Transport Workers' Federation, trade secretariat for 315 unions representing seven million transport workers in 84 countries of the free world called on all affiliates to support the boycott of the AFL-CIO Farm Workers Organizing Committee by refusing to buy, sell or unload grapes picked by non-union employees of struck growers.

Similar action was taken a few days later by unions affiliated with the International Federation of Plantation, Agricultural and Allied Workers.

ITF reported to its affiliates that the UFWOC's "Don't Buy California Grapes" campaign had been "tremendously successful" since UFWOC members struck in 1967 for recognition of their union and the right to bargain for better working conditions.

The appeal to buyers has been so successful, ITF related, that "the growers are now trying desperately to export to other countries grapes which they are unable to sell on the home market."

For that reason UFWOC has enlisted the "sympathetic support of unions and the public in Europe, Latin America and Asia," and has sent a special representative to Europe to enlist such aid, according to ITF.

Back-door Methods

Its letter warned that the grape growers may try to hold down their losses "by increasing exports to other countries or by using back-door methods to get grape consignments into countries where transport unions have pledged not to handle" such cargoes.

"This may be done by switching cargoes to ports in other countries and then attempting to transport them by road, rail or air to their original destination," it said.

Such switching was tried in Sweden when the Landworkers refused to handle grape shipments from the U.S., ITF stressed.

The Don't Buy movement was launched in the U.S. to draw public attention to the refusal of California grape growers to recognize the field hands' union or to allow a representation election. Farm workers are not covered by the labor act as industrial workers are.

AFL-CIO Urges U.S.-Mexican Controls To Curtail Exploitation of Workers

The AFL-CIO has appealed for "immediate" government actions to curb "greedy businessmen" who are increasingly running away to Mexico to exploit low wages for greater profits.

The so-called Mexico border development program, supposed to improve U.S.-Mexican relations and cut joblessness in a high unemployment area, "is a complete failure on both counts," the federation's Executive Council declared in a statement.

These failures, the statement said, are compounded by "another and interrelated problem"—the widespread hiring of "green carders" by U.S. employers. The "green carders"—so designated for the color of the alien permits issued to them—are admitted under immigration laws that allow them permanent resident status.

The "green card" holders and other border crossers "are used as pawns in strikebreaking and other anti-labor activities by ruthless employers in the border areas," the council said.

System Affects Thousands

It charged that the combination of the mounting runaway pattern and the "green card" abuses has resulted in "a system of exploitation on both sides of the border affecting tens of thousands" of already poor Mexican and U.S. workers.

The runaway lure is based on a "twin plant" scheme under which a firm makes parts in a U.S. plant, ships them to a Mexican plant for assembly,

and re-exports the finished product.

The U.S. tariff is based not on the cost of the product, but on the "value added" in the Mexico plant—essentially the low wages of Mexican border workers.

The council charged that the term "border program" is misleading because its abuses now "extend far north and south of the United States-Mexican border." The program, it said, has provided an ever-increasing number of big U.S. corporations "with soaring income and the opportunity to evade both Mexican and U.S. laws."

In the process, the statement continued, it has "victimized" thousands of unskilled Mexican job-seekers who have moved northward into an already glutted job market and has thrown thousands of U.S. workers out of jobs. It has also led to industrial strife in Mexico, including at least one strike by 1,400 Mexican workers, the council noted.

Although the runaways are hiring Mexican workers for wages as low as 29 cents an hour, the council observed, neither workers nor consumers in the two countries "share in the vast savings to the border companies" because prices of products are not lowered.

Since the program began in 1965, the council reported, apparel imports from Mexico have jumped from \$174,000 to \$9 million a year and imports of electrical equipment have soared from \$350,000 to nearly \$34 million annually.

To end "this festering source of inter-governmental anxiety" and terminate "widespread abuses at both countries' expense," the council called for:

- Repeal of the section of the U.S. Tariff Code that allows firms to duck adequate tariffs on imported products.

- Laws requiring adequate labeling of the country in which products are partially made or assembled by foreign workers but sold under U.S. brand names.

- An end to cooperation by government agencies with firms that "increase the nation's unemployment by crossing the border into Mexico" and a request by the U.S. government to the Mexican government to keep U.S. firms from locating in Mexico "under these circumstances."

- Broadening of an import plan governing cotton textiles to include wool and man-made fibers and enforcement of the cotton import agreement with Mexico to prevent abuses of its provisions.

- Action by the U.S. government to halt importation of strikebreakers from Mexico which undermines nonfarm workers' standards and adds "to the troubles of such exploited groups as the California grape workers."

- Administrative action by the Defense and Labor Depts. to plug loopholes in the use of government funds to export jobs and undercut minimum wage and other laws.

"These concerted actions," the council concluded, "can eliminate both the 'green card' myth and a program which greedy men have degraded into a cruel hoax on the very people it was designed to help."

Court Upholds Union Rights to Self-Government

PHILADELPHIA—A stern warning against courts invading the area of union self-government to set themselves up as types of "super internationals" was issued by the 3rd U.S. Circuit Court of Appeals here.

Such action, the appeals court emphasized in reversing the Philadelphia District Court, threatens the whole concept of "union self-determination" which Congress recognized in establishing labor policy.

A three-judge appeals panel upheld the State, County & Municipal Employees' expulsion from membership of Frederick E. Lewis, a former business manager and president of Local 403, representing Philadelphia street employees.

Caused Stoppages

The union acted in June 1967, under its disciplinary machinery, after the city charged Lewis with violating the local's no-strike contract by causing two work stoppages at the city's street department

yard, and further threatening to "shut down" the department.

The union pointed out that Lewis violated the contract which made SCME vulnerable to damage suits from the city and threatened the loss of jobs for members of the local.

After participating in the union's hearing that led to his expulsion, Lewis challenged the decision in court, claiming his rights were violated under the Landrum-Griffin Act.

In April 1968, the District Court ruled in his favor, holding that the expulsion was not justified because there wasn't sufficient evidence against him. It also exonerated him of causing the work stoppages.

In its appeal, the union said that Lewis did not specify the manner in which his rights were violated, as the law requires, and the court "totally usurped" the international's trial function under its constitution.

"The courts have consistently held that the requirement of a fair hearing" under the law's

section protecting rights "does not authorize" the court to weigh the evidence at a union trial or judge its merits, a union brief said.

The brief submitted for the SCME pointed out that Lewis received 15 days advance notice of the union's trial, the hearing ran for 16 hours, Lewis "extensively" cross-examined all parties who testified against him and was given the right to testify and present witnesses.

Facts Undisputed

The findings that Lewis had not caused the walkout "ran contrary to undisputed and irrefutable facts," the union declared. It noted that Lewis' lawyer hadn't even argued that point before the lower court.

The appeals court panel agreed that there was "sufficient evidence" for the union's finding that Lewis played a "significant" role in calling and directing work stoppages on May 4 and May 18, 1967.

Although the panel decided

the evidence before the union's trial was sufficient to expel Lewis, the decision voiced greater concern over the lower court substituting "its own judgment for that of the union's tribunal."

Once the court determines that the findings were "not without any foundation of evidence," that the proof related to the charges and due process was observed, "the action of the union tribunal must be upheld," it added.

"The court has no authority to enter into any evidence-weighting process and it may not substitute its judgment for that of the union tribunal," the ruling emphasized.

Such a limitation, it concluded, is vital "if we are to prevent the federal courts from becoming a super-international trial board appeals tribunal" in direct conflict to "the concept of union determination as reflected in the spirit of our national labor policy."

Vietnam Visitor



When the Topa Topa touched at Vung Tau, Vietnam, recently Seafarer Martin Pyke had a special visitor come aboard. It was his son, Martin Jr., who is stationed there as a Marine. Dad took this photo of his son on the fantail.

PERSONALS

Francis Brumaghin

Please get in touch with your wife, Celia, at 542 North High St., Mt. Vernon, New York, as soon as possible.



Eric Benjamin Hayes

Please contact your wife as soon as possible. You can get in touch with her at home or by writing in care of Murray Rosof, 10 East 40th St., New York, New York.



Leslie Neville

It is important that you contact the Japan Air Lines Station Office as soon as possible. Write to Japan Airlines, Station Office, P.O. Box F, J.F.K. International Airport, Jamaica, New York 11430.



David B. Miller

Your wife, Margaret, has been ill and asks that you get in touch with her as soon as possible by calling her at (301) 276-2325, or writing to 1407 East Baltimore Street, Baltimore, Maryland 21231.



Rudolph R. Cefaratti

Your mother requests that you contact the Harrisburg Bank, P.O. Box 5278, Houston, Texas, or see them personally regarding your bank account number and Social Security number. They want to verify that their information on your account is correct.



Walter Ammann

Please contact SIU Headquarters, 675 Fourth Avenue, Brooklyn, New York 11232, regarding an important letter which is being held for you.



Carl F. Beard

Please contact the law offices of Ronald K. Lipstone as soon as possible. The address is 6404 Wilshire Boulevard, Los Angeles, California 90048.



Benjamin Ferreira

It is important that you contact your wife at 25 Sulucan Street, Julong Duhat, Malabon Rizal, Philippines, as soon as you possibly can.



Clarence Gordon

Please contact your mother as soon as possible at 618 Elton Street, Brooklyn, New York 11208.



William H. Johnson

Please get in touch with your wife, Jeanette, at 349 West Olney Road, Norfolk, Virginia 23507, as soon as possible.

Ralph Moore

Jose Perez

Please contact Burke & Parsons, 52 Wall Street, New York, New York 10005, as soon as possible concerning your W-2 Income Tax Forms from the Galicia Defender.



Guy Plahn

Please write to your wife at your new home address, 920 Independence Street, New Orleans, Louisiana 70117. Your new phone number is 943-3501.



Thomas Markham

Please write to your mother, Mrs. Etta Gay, as soon as possible. She is anxious to hear from you. Her address is 3317 Montana Avenue, Norfolk, Virginia 23513.



Rob Stewart

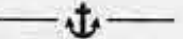
Please contact Ronnie Searcy, in care of S. S. Robin Locksley, M.S.T.S. address; or through Ellen Ouhl, 3320 Buchanan Street, Mt. Ranier, Maryland 20822.



William R. Corry

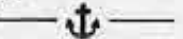
Donald E. Mackey

Wages are being held for you by Texas City Refining, Inc. You may claim these wages by writing to Texas City Refining, Marine Division, P. O. Box 1271, Texas City, Tex. 77590. Be sure to include your signature, social security number, "Z" number and instructions for mailing.



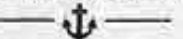
Ruffino Garay

It is important that you contact the Wyckoff Welfare Center, 213 Duffield Street, Brooklyn, New York 11201, as soon as possible.



Lloyd McCuen

It is important that you contact the North Long Beach-Carmelitos Neighborhood Center as soon as possible. The address is 5148 Atlantic Avenue, Long Beach, California 90805.



John Elgin Wells

As soon as possible, please contact Mrs. Grace M. Wells, 209 West Jean Street, Tampa, Florida 33604.



Eugene Plahn

It is necessary that you contact your attorney, Harry Lore, regarding your injury claim. Write to: Dorfman, Pechner, Sacks & Dorfman, The Wellington, Suite 400, 19th & Walnut Streets, Philadelphia, Pennsylvania 19103.



James Franklin Boyd

Please get in touch with your family as soon as possible. Your mother is ill.

16 Additional Seafarers Are Added To Growing List of SIU Pensioners

The names of 16 additional Seafarers have been added to the ever-expanding roster of men collecting their SIU pension after completing their sailing careers.

Seafarer Geronimo Gapac, born 70 years ago in the Philippines, is closing out a sailing career that span 46 years. A long-time SIU member, Brother Gapac joined the Union in the Port of Norfolk, in 1943. He now makes his home in Savannah, Georgia, with his wife, Infanta. Brother Gapac sailed as steward. His last ship was the R/V Conrad.



Gapac

McKenzie

Regis McKenzie was born in the British West Indies and now makes his home with his wife, Cara, in Brooklyn, New York. Brother McKenzie joined the Union in the Port of Baltimore. He sailed as chief steward and his last ship was the Steel Fabricator.



Marcoly

Williford

Dennis Marcoly was born in Sharpsburg, Pennsylvania, and now lives there with his sister, Mrs. Angeline Thens. Brother Marcoly, who has spent more than 25 years at sea, joined the SIU in New Orleans in 1942. His last vessel was the Vantage Progress on which he sailed as FWT.

James Williford is a veteran with 27 years at sea. Born in Alabama, he continues to make his home in that state in the city of Andalusia. Brother Williford joined the Union in the Port of Baltimore in 1941. Sailing as FOWT, his last ship was the Kenmar.



Armbruster

Chalmers

Thomas Armbruster was born 65 years ago in Philadelphia, and continues to reside there with his wife, Lula. Brother Armbruster has worked for the Taylor and Anderson Towing Company since 1931. A member of

the engine department, he held an oiler's rating.

Lloyd Chalmers was born in the Bronx, New York, and now makes his home in Floral Park, Long Island with his wife, Edith. Brother Chalmers has worked as a deck hand on the tugs of the Erie-Lackawanna Railroad for 33 years.



Rosa

Bryan

Evaristo Rosa lives with his wife Francisca in St. Just, Puerto Rico, the town of his birth. Brother Rosa, whose sailing career spans more than 25 years, joined the SIU in the Port of



Cipriano

Lubiejewski

Mobile in 1943. He was the recipient of a safety award while sailing on the Yaka in 1962. Rated FOWT, his last vessel was the Mayaguez.

Augustus Bryan is a native of Georgia and makes his home there with his wife in the town of Eastman. Brother Bryan joined the SIU in Savannah, Georgia. A member of the steward department, he sailed as third cook. His last ship was the Detroit.

Chris Cipriano is a native of the Philippines who now resides with his wife, Amanda, in New York City. The veteran Seafarer joined the Union in the Port of Philadelphia. Brother Cipriano sailed in the engine department as fireman and wiper. His last ship was the Steel Voyager.

Marian Lubiejewski, who has been going to sea for 40 years, joined the SIU in the Port of New York in 1943. A native of Poland, he now makes his home in New York City, but hopes to make a visit soon to his daughter, Sophie, who lives in Jdynia, Poland. Brother Lubiejewski sailed as AB. His last ship was the Selma Victory.

Jose Da Costa, 69, is a veteran old timer with more than 44



Pritchett

Da Costa

years at sea. He joined the SIU in Baltimore in 1939. Brother Da Costa is a native of Portugal who now makes his home with his wife, Vincenta, on Long Island, New York. He sailed as deck engineer and FOWT. Da Costa's last vessel was the Yorkman.

Roy Pritchett joined the SIU at the Port of New York. A native of Chickasaw, Alabama, he continues to make his home there with his wife Jessie. Brother Pritchett spent 11 years in the U.S. Navy, serving from 1935 through 1946. Rated chief electrician, his last ship was the Alcoa Marker.

Alfredo Morell has been going to sea for more than 50 years. He was born in Puerto Rico in 1903 and is retiring to that island with his wife, Maria.



Dovak

Morell

Brother Morell sailed as FWT and his last ship was the Claiborne. He joined the SIU in 1946 in the Port of New York.

John Dovak is a native of Pennsylvania who now makes his home in New Orleans. A member of the engine department, Brother Dovak last sailed aboard the Alcoa Commander as FWT. Seafarer Dovak joined the Union in the Port of New York.

Louis O'Leary was born in Louisiana and lives in that state with his wife, Cecile, in Westwego. A veteran member of the SIU, he joined the Union in 1938 in the Port of New Or-



O'Leary

De Madeiros

leans. Brother O'Leary has 31 years' sea time and was sailing as bosun at the time of his retirement.

Joao De Madeiros is retiring after more than 30 years at sea. Born in Portugal, he now lives with his wife, Maria, in Brooklyn. Brother De Madeiros joined the SIU in Norfolk, Virginia, in 1944. Sailing as oiler, his last vessel was the Alcoa Voyager.



From the Ships at Sea

The crew of the Yukon (Sea Transport) voted unanimously to take up a collection and send \$300 to Mrs. Grace Ospring, mother of Seafarer James Ospring, who was lost at sea while working on deck the evening of February 13 on the return run from the Far East. Each Seafarer is donating \$12 which is being collected by Charles Cox, ship's delegate. R. Lawrence, bosun and meeting chairman,

said that Brother Ospring was "a fine young able seaman who performed his duties in a conscientious and capable manner." His father, George R. Ospring, who was aboard the Steel Advocate when he learned of his son's tragic death, left the ship in Balboa, Panama, to return to his home in Westminster, California, to be with his wife. Burlin Pinion, ship's delegate on the Steel Advocate, reports that the officers and crew took up a collection to provide for Brother Oberlin's transportation home. Walter Minett, the Yukon's meeting secretary, reported that the crew gave a vote of thanks to the ship's steward and the entire steward department for the fine gourmet dinners and unparalleled service. He noted that the crew passed a resolution stating: "The Yukon is the best feeding vessel in the entire SIU fleet." Brother Minett also reported that the ship was receiving mail and the Log regularly during the voyage.

The Transnorthern (Hudson Waterways) reports smooth sailing with a good crew and no beefs, according to Bernard Donnelly, meeting chairman. The ship left Philadelphia in January for Bremerhaven and Antwerp, and was scheduled to continue its round-the-world

voyage with stops at the Ports of Capetown, Bangkok, Saigon, Manila and then pay-off on the West Coast. Howard H. Allen was elected ship's delegate, William Rogers was named deck delegate, Walter Pearson is engine delegate, and Donnelly was elected steward delegate. The crew gave a unanimous vote of thanks to the steward department for excellent meals and service.

J. A. Rusheed, ship's delegate on the Oberlin Victory (Steamship Service), reports a good trip with no major beefs, and expects a smooth pay-off when the ship ties up in San Francisco.

Danny Welch, who once served as a radio operator with the U.S. Air Force, took over the radio watch after the Oberlin's radio operator took sick and was put ashore in Honolulu. Welch is also the ship's deck delegate. Meeting Chairman Jack Dolan reported that the Seafarers passed a resolution calling for overtime pay for standing gangway watch between 5 p.m. and 8 a.m. while cargo is being worked. A special vote of thanks went to the steward department for outstanding meals and service during the voyage. In addition to Welch, the ship's delegates include E. W. Bartol, engine department, and Coy Hendricks, steward department.

Bob Callahan, ship's delegate on the Del Norte (Delta), reports a good trip with some disputed overtime in the engine and steward departments. Deck Delegate Steve Szanto, Jr. says that there is no disputed overtime in his department and no beefs. "This has been a smooth voyage with a fine bunch of ship-

mates," he reported. Carl Treitler, steward delegate, said that the disputed overtime in his department resulted from having to serve the ship's officers in the passenger dining room. The only other beef, according to Brother Callahan, is for launch fare pay for eight days outside Santos, Brazil, on the last trip. The ship's officers were paid overtime for not being able to go ashore there, and the crew feels that the Seafarers should be entitled to the launch fare.

J. A. Shortell, ship's delegate aboard the San Juan (Sea-Land), reports that the vessel left Oakland "in a mess" with the recreation room, mess-room and passageways torn up because conversion repairs remained unfinished. The crew instructed Brother Shortell to inform the SIU Headquarters of this failure to complete necessary repairs before sailing as promised. The

crew also gave a vote of thanks to Brother Shortell "for a job well done." E. Graham, meeting secretary, reported the complaints of the crew that the LOG is not being forwarded regularly. "The last time the ship arrived in Oakland," he reports, "four separate issues of the Log were taped together and sent to the Oakland office as crew mail." The San Juan was due in San Francisco for pay-off on April 1 after a trip to Okinawa, Subic Bay and Yokohama. G. Baker is deck delegate, F. Urteago is engine delegate and W. Netters is steward department delegate.



Lawrence



Welch



Shortell



Szanto



Proudfoot



Hitchcock

Hitchcock joined the SIU in New York in 1966. He shipped as messman and 3rd cook, and is a graduate of the Harry Lundeberg School of Seamanship. Brother Hitchcock has also served as steward department delegate aboard ship. His last vessel was the Summit. Hitchcock expects to be assigned as a helicopter machine gunner when he reaches Vietnam.

Proudfoot comes from Trussville, Alabama, and had been a Seafarer for two years before signing up for his hitch in the Marine Corps. Brother Proudfoot sailed in the engine department as wiper. His last vessel was the Kent.

DEL MUNDO (Delta), February 9—Chairman, Mike Murr; Secretary, Woodrow W. Perkins. Brother Murr was elected to serve as ship's delegate. No beefs were reported by department delegates. Various resolutions and motions were submitted to headquarters.

FAIRISLE (Panocenic Tankers), March 9—Chairman, Fred A. Olson; Secretary, W. T. Langford. Disputed OT in engine department. Discussion held regarding pension plan. A special vote of thanks was extended to the steward department for a job well done.

DEL SOL (Delta), March 9—Chairman, E. E. Stough, Jr.; Secretary, W. J. Holland. Brother Francis Howard was elected to serve as ship's delegate. Steward department extended a vote of thanks to the entire crew for helping to keep lounge and pantry clean.

HURRICANE (Waterman), March 2—Chairman, Alford Roscoe; Secretary, Floyd Hungate. No beefs were reported by department delegates.

SABINE (Ship Operators), January 26—Chairman B. Fimovicz; Secretary, F. J. Johnson. Few hours disputed OT in engine department. Motion was made to have negotiating committee contact the Company regarding the matter of having air-conditioning in all crew's quarters. Discussion held regarding neglected repairs, shortage of medicine and certain vegetables.

STEEL WORKER (Isthmian), Chairman, John T. Carner; Secretary, H. Ulrich. Ship's delegate reported that there were no beefs and everything is running smoothly. Brother Carner was re-elected to serve as ship's delegate. Discussion held on pension plan.

LOS ANGELES (Sea-Land), March 10—Chairman, A. Caldeira; Secretary, R. Barker. Brother B. J. Shultz was elected to serve as ship's delegate. \$150.00 in movie fund. Everything is running smoothly with no beefs.

MERRIMAC (Merrimac Transportation), March 23—Chairman, E. Wagner; Secretary, E. Kress. Few hours disputed OT in engine department. Vote of thanks was extended to the steward department. Discussion held on pension plan.

WINGLESS VICTORY (Consolidated Marine), March 9—Chairman, Edward L. Atkin; Secretary, Richard G. Dixon. Disputed OT in each department to be taken up with boarding patrolman.

MONTICELLO VICTORY (Monticello Tanker), March 16—Chairman, Jacobus Hulman; Secretary, George A. O'Berry. \$19.00 in ship's fund. Disputed OT in engine department. Vote of thanks was extended to Brother C. Wahl for the excellent meals he prepared while on board this vessel. Brother Wahl had to leave ship due to his father's illness. He will surely be missed by all. Vote of thanks was also extended to the entire steward department for a job well done.

CITY OF ALMA (Waterman), March 18—Chairman, Victor Ardowski; Secretary, Wallace G. Perry. No beefs were reported by department delegates. Brother Wallace G. Perry was elected to serve as ship's delegate.

BUCKEYE ATLANTIC (Buckeye), March 16—Chairman, Peter Sernyk; Secretary, R. T. Westgate. Brother Tom King was elected to serve as ship's delegate. No beefs were reported by department delegates.

COE VICTORY (Victory Carriers), December 15—Chairman, J. Tanner; Secretary, J. Mims. No beefs were reported by department delegates. Brother Joe Touart was elected to serve as ship's delegate.

LA SALLE (Waterman), March 11—Chairman, R. Moser; Secretary, A. Leah. Some disputed OT in engine department to be taken up with boarding patrolman. Vote of thanks was extended to the steward department for a job well done.

BUCKEYE PACIFIC (Buckeye), February 25—Chairman, Thomas Cummings; Secretary, John Steeber. Brother Thomas Cummings was re-elected to serve as ship's delegate. \$3.00 in ship's fund. No beefs were reported by department delegates.

ALCOA COMMANDER (Alcoa), March 15—Chairman, John C. Skoglund; Secretary, John E. Adams. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

PANAMA (Sea-Land), March 2—Chairman, Felix Vito; Secretary Bill Stark. Brother R. O. Masters was elected to serve as ship's delegate. No beefs were reported by department delegates. Vote of thanks to the entire steward department for a job well done.

STEEL SCIENTIST (Isthmian), March 9—Chairman, Jack Nelson, Jr.; Secretary, F. S. Omega. No beefs and no disputed OT reported by department delegates. \$20.00 in ship's fund. Vote of thanks was extended to ship's delegate, Brother E. Hayden, for a job well done.

DIGEST of SIU SHIP MEETINGS

STEEL ADVOCATE (Isthmian), February 19—Chairman, E. L. Thompson; Secretary, Donald F. Steward. \$25.44 in ship's fund. No beefs were reported by department delegates. Brother Burlin Pinion was elected to serve as new ship's delegate.

DAGAMA (Crest), February 2—Chairman, N. R. Pettersen; Secretary, W. H. Todd. Brother F. Caruthers was elected to serve as ship's delegate. Some disputed OT in deck department. No beefs were reported by department delegates.

ALCOA COMMANDER (Alcoa), February 2—Chairman, M. Kramer; Secretary, John E. Adams. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

SOUTHWESTERN VICTORY (Delta), February 13—Chairman, Alfred Hirsch; Secretary, J. H. Smith. Brother A. Anderson resigned as ship's delegate and Brother R. F. Mackert was elected to serve in his place. Vote of thanks was extended to the steward department for a job well done.

DUKE VICTORY (Victory Carriers), January 26—Chairman, C. I. Copper; Secretary, D. Knight. Brother C. Bellamy was elected to serve as new ship's delegate. No beefs were reported by department delegates.

FAIRLAND (Sea-Land), February 15—Chairman, Victory Harding; Secretary, Craig Gorman. No beefs were reported by department delegates. Vote of thanks was extended to Brothers Pat Manelli and Mac McGregor for squaring away all beefs.

TRANSNORTHERN (Hudson Waterways), January 27—Chairman, Bernard Donnelly; Secretary, Jack E. Long. \$55.35 in ship's fund. No beefs were reported. Everything is running smoothly. Brother Howard H. Allen was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

STEEL WORKER (Isthmian), February 23—Chairman, John T. Carner; Secretary, H. Ulrich. \$189.00 in ship's fund. No beefs were reported by department delegates. Discussion held regarding pension plan.

PRINCETON VICTORY (Columbia), March 4—Chairman, W. Hancock; Secretary, John Reed. Few hours disputed OT in steward department. Discussion held regarding retirement plan.

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

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MONEY DUE

Checks are being held at SIU Headquarters, 675 Fourth Ave., Brooklyn, N.Y. for the Seafarers listed below for money due them on the vessels shown and not claimed as of March 27, 1969. Those whose names appear on the list should get in touch with Union headquarters as soon as possible.

| Name | Ship | Claim |
|-----------------------|--------------------|-------------------|
| Earl H. Beamer | Penn Carrier | Disputed overtime |
| Edward Jensen | Hercules Victory | Disputed overtime |
| Robert Smith | Hercules Victory | Disputed overtime |
| Thomas E. Hanson | Valiant Hope | Transportation |
| Donald Kershaw | Valiant Hope | Transportation |
| Warren Weiss | Niagara | Lodging |
| James Gleason | Seatrains New York | Disputed lodging |
| Fred Patterson | Seatrains New York | Disputed lodging |
| Joseph L. Chapeau | Kent | Lodging |
| Cyril Gauthier | Kent | Lodging |
| Robert Miller | Del Mar | Refund |
| Calvin R. Smith | Transwestern | Disputed overtime |
| Daniel J. McLaren | Transwestern | Disputed overtime |
| J. Walsh | Midlake | Standby wages |
| D. Shattuck | Midlake | Standby wages |
| Bobby V. Carter | Alcoa Master | Transportation |
| David J. Flynn | Alcoa Master | Transportation |
| J. Rose | Rambam | Retroactive wages |
| C. Cummings | Rambam | Retroactive wages |
| A. Samawi | Rambam | Retroactive wages |
| J. Saunders | Rambam | Retroactive wages |
| Roy L. Frank | Seatrains San Juan | Unclaimed wages |
| Emil H. Kiono | Albion Victory | One day's wages |
| Jose R. Rodriguez | Marore | Disputed overtime |
| R. South | Isthmian Lines | Refund |
| Haralambos C. Menicou | Wilmar | Lodging |
| D. Mangual | Afoundria | Wages |
| E. Santana | Afoundria | Wages |
| Generosa Espada | Petrochem | Disputed overtime |
| Aurelio Asuncion | Oceanic Wave | Unclaimed wages |
| R. O. Barnes | Oceanic Wave | Unclaimed wages |
| C. A. Cochenour | Oceanic Wave | Unclaimed wages |
| A. Korsak | Oceanic Wave | Unclaimed wages |
| J. Matheson | Oceanic Wave | Unclaimed wages |
| W. J. Mathews | Oceanic Wave | Unclaimed wages |
| D. C. Quoy Quop | Oceanic Wave | Unclaimed wages |
| Paul Lopez | Oceanic Tide | Unclaimed wages |
| Philip Livingston | Oceanic Tide | Unclaimed wages |

Veteran Seafarers Russo and Matt Reunited in Hospital after 22 Years

Seafarer Anthony Russo is recovering at the USPHS Hospital on Staten Island, New York, from the latest in a series of operations, but he looked mighty cheerful when SIU Representative George McCartney paid a visit to present him with his first SIU pension check.

The occasion was a doubly happy one for Brother Russo because he also held a reunion with Carlos Matt, a shipmate with whom he sailed some 22 years ago.

Brother Russo, who has been going to sea for nearly 25 years, has been a Seafarer right from the beginning. He shows his first book as a member of the SIU, proudly points out that it was signed by Harry Lundeberg, and says: "I have always been proud to be a member of our Union. It has been like a mother and father to me."

He remembers his first ship well. "It was the Polich Victory," he recalls, "and it was a fash ship. I remember that we were carrying ammunition to Europe during World War II. That was in 1944, and it was good to have a fast vessel under you in those days."

Together in 1946

Brother Russo sailed with Carlos Matt aboard the Steel Scientist back in 1946. He says: "You know, when a sailor says to a shipmate at the end of a voyage, 'I'll see you later,' he means that he will probably see him next year or 10 years later."

So, when Brother Matt showed up at the hospital in the bed next to his, they both just looked at each other for awhile, and then got talking about the ships they had sailed on. Brother Russo recalls:

"At first we didn't recognize each other, but there was something mighty familiar about Carlos. Then, when we were talking and he said he was sailing as AB on the Steel Scientist, well,

we both remembered each other right away. It's been great talking about those old days together."

Brother Russo is a native New Yorker. His wife, Jennie, died several years ago, so he sometimes stays with his daughter, Mrs. Theresa DePompeis, and his two grandchildren when he is in New York.

Will Keep in Touch

Asked about his plans when he leaves the hospital, Brother Russo says: "I'll probably go to Puerto Rico or Florida—some place where it is warm and sunny—and keep on with my hobbies of oil painting and ship building. But, wherever I go,

I'll always visit the SIU hall there."

Brother Russo, whose last ship was the Puerto Rico, says that sailing offers a great deal to the young seaman today.

"The new men should realize that the good pay, working conditions and the safety measures that they enjoy are things that the SIU had to fight to get. Some things, like pensions, insurance, vacations and medical plans are things we never even dreamed of years ago," he said.

"And," he concludes, "we got these things by being like the Three Musketeers—one for all, and all for one."



Seafarer Anthony Russo (left) is all smiles as he collects his first Union pension check from SIU Representative George McCartney and gets handshake from an old shipmate, Brother Carlos Matt.

Farm Workers' Legal Rights Under Study by Nixon Team

WASHINGTON — President Nixon has asked two members of his Cabinet to get together and come up with a recommendation on whether farm workers should be covered by the National Labor Relations Act.

He handed the joint assignment to Labor Secretary George P. Shultz and Agriculture Secretary Clifford M. Hardin. It was the latest in a series of policy questions the President has assigned to his department heads for study and recommendations.

Extension of collective bargaining rights to farm workers has been a high priority legislative goal of the AFL-CIO and its United Farm Workers Organizing Committee.

It also had strong support from former Labor Secretary Willard Wirtz and a farm worker bill was approved by the House Education and Labor Committee last year. Further action was blocked by strong conservative

opposition, however.

The Farm Bureau, representing most of the biggest agricultural employers, strongly opposed bargaining rights for farm workers, and the House Agriculture Committee took the unprecedented step of passing a resolutions urging the Labor Committee not to approve a bill.

Lack of machinery for union representation elections and inability to require farm employers to bargain with a union led to the development of the consumer boycott tactics to bring economic pressure on California grape growers.

Presidential Counselor Arthur F. Burns has the job of coordinating the recommendations of the Cabinet members at the White House level. Burns has been quoted as saying that the solicitation of recommendations on various issues doesn't "necessarily" mean that legislation will be drafted or policies adopted by the Administration.

PERSONALS

William W. Conley

Please get in touch with Mrs. Nancy Conley, Box 24 NAVSTA, FPO San Francisco, California 96610.

Audly Carevich Foster

Your wife is ill and requests that you contact her as soon as possible. Please write to her in care of Mrs. Rita Bossin, 429-35 Fairmount Avenue, Jersey City, New Jersey.

George Maheras

The dry cleaning you left in Manila while you were on the Fred Morris can be picked up at the Seaman's Club in Yokohama.

Van Syses George Lewis

Please contact your wife, Zeneta, as soon as possible at 2064 Fifth Avenue, New York, New York 10035.

George McIvory

Please get in touch with Harry Matthews, Sixth Postal Credit Union, Post Office An-

nex, Florence, South Carolina 29501, as soon as possible.

Salvatore John Sbriglio

Please contact your former wife, Rita, at 11330 Hayvenhurst Avenue, Granada Hills, California 91344, as soon as possible.

Rafael Hernandez

Your daughter, Mrs. Fedelia Strickland, is anxious to have you get in touch with her. Her address is 5-79th Ord. Co., APO New York 09035.

John Feisick

It is important that you get in touch with Herbert Ginzburg, attorney, at 36 Richmond Terrace, Staten Island, New York 10301, as soon as possible.

William Nordland

Please contact Edwin J. Nordland, 2904 Magee Avenue, Philadelphia, Pennsylvania 19149.

Always Remember M & C Receipts

Seafarers are reminded that all periods of Maintenance and Cure for which receipts are issued by a signatory employer are counted toward their pension requirement.

In order to insure proper pension credit, it is suggested that all receipts for M & C be reported to the SIU Pension Plan while the records are still available. For this purpose, a copy of the employer's receipt or a letter from the signatory employer—giving dates for which M & C was paid—will suffice.

FINAL DEPARTURES

Gilbert Piersall, 54: A heart attack claimed the life of Brother Piersall at his home in Mamou, Louisiana, January 20. He had sailed for 17 years in the steward department before an illness forced his retirement in 1967. Brother Piersall's last ship was the Bangor, where he served as chief steward. He joined the Union in 1959 in New Orleans. Brother Piersall is survived by his wife, Ethel. Burial services were held at St. Ann's cemetery in Mamou.



Odis Davenport, 50: Brother Davenport died January 26 in Mobile, Alabama. He had sailed for more than 25 years in the engine department, and joined the SIU in New Orleans in 1943. He last shipped as oiler on the Yaka. Brother Davenport was born in Mississippi and made his home in Prichard, Alabama. He is survived by a sister, Mrs. Aline Glass, and a daughter, Barbara. Burial services were held at Shadowland Cemetery in Prichard.



James Ospring, 22: Brother Ospring was washed overboard February 13 while working the night watch on deck aboard the Yukon on the return run from the Far East. A graduate of the Harry Lundeborg School of Seamanship, where he placed second in his class, Brother Ospring sailed as AB. Born in East St. Louis, Illinois, he was residing in Westminster, California, at the time of his death. He joined the SIU in Wilmington, California. He is survived by his mother Mrs. Grace Ospring, and his father George, who was sailing aboard the Steel Advocate at the time of his son's death. Brother Ospring had previously shipped on the Tuscon Victory.



David B. Hurd, 50: Heart failure claimed the life of Brother Hurd on February 26 at the Park Place Hospital in Port Arthur, Texas. He was born in Pensacola, Florida, and had made his home with his wife, Elenor, in Groves, Texas. Brother Hurd had served as mate and relief captain on tugs of the D.M. Picton Co. He joined the SIU in Port Arthur in 1961. He was a veteran of World War II with three years in the Navy. Besides his wife, he is survived by two children, Cynthia and David, and his father, David. Burial services were held at Greenlawn Memorial Park in Port Arthur.



Benedict Broderick, 46: Brother Broderick passed away in Long Beach, California, December 14, 1968. Born in Monroe, Louisiana, he made his home in Galveston, Texas. His 22-year sailing career was interrupted by a three-year hitch in the Navy during World War II. Brother Broderick joined the SIU in New Orleans in 1949. Sailing as AB, his last ship was the Transoneida. Burial was at Rosemound Cemetery in Waco, Texas.



Richard A. Burch, 42: Brother Burch passed away in the U.S. Medical Dispensary in Saigon June 6, 1968, while serving aboard the Whitehall. Born in Mississippi, he made his home in Opelousas, Louisiana, with his wife, Helen. Brother Burch joined the Union at New Orleans in 1960, and sailed as AB. He served two years in the U.S. Air Force during World War II. In addition to his widow, he is survived by a daughter, Penny. Funeral services and burial were in Opelousas.



James Margellos, 19: Brother Margellos succumbed to pneumonia while aboard the Jefferson City Victory on December 13, 1968. He joined the Union in Seattle, and sailed as wiper. He had previously shipped on the Transoreans. Brother Margellos was born in Portland, Oregon, and had lived there with his mother, Mrs. Chrissa Margellos. Funeral services and interment were in Portland.



Sam Stanley, 61: Brother Stanley died following a long illness on December 6, 1968, at the USPHS Hospital in New Orleans. He had been on an SIU disability pension since 1965. He joined the Union in the Port of Houston in 1960. Brother Stanley was born in Alabama and lived in the town of Sarland at the time of his death. He is survived by a son, Samuel, and a daughter, Mrs. Ester Flowers. Burial was at Freewill Cemetery in Canoe, Alabama.



Milburn Hatley, 55: Brother Hatley died at the USPHS Hospital in Galveston, Texas, January 26, after a brief illness. He had sailed as 3rd cook on his last ship, the Council Grove. Brother Hatley served in the Navy for three years during World War II. Born in Oklahoma, he had made his home in Port Arthur, Texas, with his wife, Vera. Burial was at Greenlawn Cemetery in Port Arthur.



Robert Montcalm, 58: A heart attack claimed the life of Brother Montcalm January 21 at his home in Alameda, California, following a long illness. He was a veteran with more than 45 years at sea, sailing as cook and baker. Brother Montcalm joined the SIU in the Port of San Francisco in 1952. His last vessel was the Norberto Capay. He is survived by his wife, Lillian.



Larry Jones, 69: A heart ailment claimed the life of retired Seafarer Jones on February 6 at the Maryland General Hospital in Baltimore. Brother Jones was born in Denmark, and had been going to sea for more than 50 years. He joined the Union in 1941 in New Orleans. Sailing as AB, his last ship was the Alcoa Trader in 1966. He had made his home in Baltimore. Burial services were held at Oak Lawn Cemetery in Baltimore.



Clarence Wyatt, 47: Brother Wyatt was accidentally lost overboard from the Tug Sophia and drowned off the Virginia coast on January 31. Born in Waynesville, North Carolina, he made his home in Baltimore, Maryland, with his wife, Bertha. He had been serving as cook aboard tugs of the Harbor Towing Corporation since 1957, and joined the SIU in Baltimore in 1958.



Two SIU Veterans Retire



Carl Ernest, left, and Joseph De Madeiros, right, are congratulated by SIU Representative Joe Algina after they received their first Union pension checks. Both Seafarers joined SIU in 1943, and retired in 1969.

Ralph Dickens, 73: Brother Dickens passed away at Queens General Hospital in New York City on October 14, 1968, following a brief illness. He was born in Louisiana and had made his home in New York. A 45-year veteran of the sea, Brother Dickens had sailed as a member of the steward department. He joined the SIU in New York in 1939. He is survived by a daughter, Mrs. Sadie Shepard. Burial took place at Evergreens Cemetery in Brooklyn.



Money Due

The following Seafarers who sailed on the last voyage of the Oceanic Wave have wages due them: Aurelio Asuncion, R. O. Barnes, G. A. Cochenour, A. Korsak, J. Matheson, W. J. Mathews and D. C. Quoy Quop. The money can be claimed in person at SIU headquarters, or by writing to 675 Fourth Avenue, Brooklyn, New York 11232. Be sure to include social security number, "Z" number, signature and instructions for mailing.

DEL MAR (Delmar) March 9—Chairman, D. L. Dickinson; Secretary, G. H. Nolas. Brother David L. Dickinson was elected to serve as ship's delegate. No beefs, and everything is running smoothly.

DEL NORTE (Delia) February 9—Chairman, Robert Callahan; Secretary, Bill Kulaar. Disputed OT in engine department and steward department. Ship's delegate reported that this has been a good trip except for the beefs in steward and engine departments. \$280.00 in movie fund and \$101.14 in ship's fund.

OVERSEAS LENA (Maritime Overseas) February 23—Chairman, Fred Sullivan; Secretary, Lynn K. Falia. No beefs were reported by department delegates. Vote of thanks to the steward department, particularly the steward for all the little extras.

HURBANK VICTORY (Hurbank) February 24—Chairman, R. E. Paschel; Secretary, T. Parrott. Some disputed OT in steward department. Written resolutions submitted to headquarters regarding gangway watches.

NOONDAY (Waterman) February 23—Chairman, J. Thorp; Secretary, J. E. Norton. No beefs were reported by department delegates. Motion was made to contact headquarters about opening a dental clinic for Union members as it is difficult to get an appointment at dental clinics at the USPHS hospitals.

TRANSMERIE (Hudson Waterways) March 1—Chairman, S. J. Albedo; Secretary, C. T. Hall. Brother Wesley Larnard was elected to serve as ship's delegate. No beefs were reported.

DIGEST of SIU SHIP MEETINGS

SEATRAN PUERTO RICO (Hudson Waterways) February 9—Chairman, M. R. Jones; Secretary, Louis B. Green. Brother William J. Beechell was elected to serve as ship's delegate. Discussion held regarding retirement plan.

STEEL KING (Juthman) February 10—Chairman, Silas Green; Secretary, Ken Hayes. Brother DeCosta was elected to serve as ship's delegate. \$6.85 in ship's fund. Delayed sailing beef in engine department, otherwise everything is O.K.

SEATRAN OHIO (Hudson Waterways) February 15—Chairman, T. E. Yablonsky; Secretary, A. Garner. Various motions were submitted regarding new contract negotiations. Some disputed OT in deck and engine departments. Vote of thanks to the steward department, especially to Brother John Lucas, crew messman, for a job well done—covering two jobs without a word of dissent.

ALBION VICTORY (Bulk Transports) February 16—Chairman, B. Morris, Jr.; Secretary, Gilbert J. Tronclair. Brother Jeff Skinner assigned as ship's delegate and Brother Myrtimer T. Morris was elected to serve as new ship's delegate. No beefs were reported by department delegates.

GRETHE (Motorship of Delaware) February 14—Chairman, Bert Winborne; Secretary, A. Bell. Brother Winborne was elected to serve as ship's delegate. Minor beefs in deck department to be taken up with boarding patrolman. Discussion held regarding welfare and pension plan.

AMERIGO (Great Overseas) February 1—Chairman, Franklin McIntosh; Secretary, R. W. Elliott. Brother Robert J. Sullivan was elected to serve as ship's delegate. Two men in engine department failed to join ship at sailing time. No beefs were reported.

AMERICAN VICTORY (Hudson Waterways) February 16—Chairman, R. Wong; Secretary, R. Hunt. Brother Morris Beckowits was elected to serve as ship's delegate.

OBERLIN VICTORY (Colmar) February 23—Chairman, Gene Boland; Secretary, Danny Walsh. Ship's delegate reported that this was good and he expected a smooth voyage. Small amount of disputed OT in deck and engine departments. Vote of thanks was extended to the steward department for a job well done.

Richest Country Has Two Worlds

To the Editor:

Those of us who work on a regular basis usually come in contact with people like ourselves—regular wage-earners who are struggling with rising prices. We find it hard to replace an old TV set or to meet the dentist's bills or to pay for the kid's school.

Recently, I had the opportunity of taking an auto trip through parts of West Virginia. I was shocked. What I saw was a world I didn't know existed.

People were living—not in the kind of houses we know—but in shacks made of rotting, unpainted boards and parts of barrels and containers. Walls were covered with newspapers and magazine covers. Windows were mostly little more than cardboard from discarded boxes.

We saw children running around in torn rags, practically naked. The look of poverty, the smell of poverty hung around everywhere and it wasn't pretty. Faces of people we saw, even the youngest of them, were drawn and hopeless. They didn't think about TV sets—not even medical bills. My wife said to me, pointing to an "old woman" who was probably in her thirties—"I wonder what it would mean to her to get a new dress?"

LETTERS To The Editor

Now, when I pick up my newspaper and read about mergers and dividends and the budget and the cost of relief, I wonder—How many worlds are there in this great country of ours? The one I am familiar with and the very different one I saw in poverty row in Appalachia are very unlike each other. Yet they do exist, side by side, in the wealthiest country in the world—a country in which our productive capacity is so vast that we haven't even begun to use it all.

Something surely can—and must—be done about the abject poverty areas to bring all Americans back to the decent standard of living enjoyed by most of us.

Sincerely,
Hunter Hopkins

Seafarer Praises SIU Pension Plan

To the Editor:

I would like to take time out as an old timer to thank God that we have a pension plan like we have and to thank the officers from top to bottom. May the SIU pension and welfare plan be blessed at all times.

Sincerely,
Howard F. Snyder, Sr.

A Eulogy for The Coe Victory

To the Editor:

Pages in maritime history, written so gloriously by the Coe Victory, will soon be closed forever. In a few days this vessel will be relegated to a scrap pile in Formosa.

It would be fitting—and I am confident it will come to pass—that a replica of the "Coe," as she was affectionately referred to, will stand in the Smithsonian beside other ships that have made their mark in the annals of maritime history. Yes, standing alongside the Maine, Merrimac, Monitor and all the rest as a living and permanent memorial to this grand old lady of the sea.

And so, dear shipmates, I ask you not to think of the Coe Victory as nothing more than a rusty hulk of tired iron menacing shipping on the high seas. Rather, I would like you to think of her as a ship that has given much of herself, a ship that has not only filled your coffers with greenbacks, but contributed to some of the finest days and memories anyone ever had.

As the days fade, and they inevitably will, the memories will grow ever sweeter. And who knows, maybe someday when you are out shopping for a present for your dear little loved one you might buy a toy, and that very toy might be made from a tiny piece of the "Coe."

Sayonarra!

Jack Fitzpatrick,
2nd Mate, Coe Victory

(Editor's Note: This letter was forwarded to the LOG by Jim Tanner, bosun on the Coe Victory.)

Thanks SIU For Maternity Benefits

To the Editor:

I am writing to thank the Union for answering my letter so promptly and for the money paid to the hospital and to my wife's doctor following the recent birth of our baby.

We got letters from the hospital and doctor stating that all the bills were paid by the SIU insurance. Thanks again from all of us.

John Geguzis
Shenandoah, Pa.

Seafarer, Wife Praise SIU Welfare

To the Editor:

Both of us wish to send our thanks and appreciation to the SIU Welfare Department for the goodwill, kindness and courtesy shown to us during our stay in the hospital.

Pedro & Anita Losado
Baltimore, Md.

SIU ARRIVALS

Laura Lee Clinton, born February 1, 1969, to Seafarer and Mrs. Robert J. Clinton, Jr., Freehold, New Jersey.

Christopher Conklin, born April 29, 1968, to Seafarer and Mrs. George P. Conklin, Bayonne, New Jersey.

Richard Russell Symanski, born December 10, 1968, to Seafarer and Mrs. Richard J. Symanski, Park Forest, Illinois.

Leo Harrington, born January 16, 1969, to Seafarer and Mrs. Arthur C. Harrington, Charlestown, Mass.

Pamela Williams, born January 22, 1969, to Seafarer and Mrs. Earl B. Williams, Jacksonville, Florida.

Kenneth Phillips, born December 20, 1968, to Seafarer and Mrs. Charles D. Phillips, Loxley, Alabama.

Kristen Nagy, born January 8, 1969, to Seafarer and Mrs. Nicholas A. Nagy, Torrance, California.

Tracey Reyna, born February 24, 1969, to Seafarer and Mrs. Ruben M. Reyna, Galveston, Texas.

Christine Jaco, born January 12, 1969, to Seafarer and Mrs. Stanley W. Jaco, Granite City, Illinois.

Kimberly Mallory, born February 27, 1969, to Seafarer and Mrs. Edwin J. Mallory, St. Albans, West Virginia.

Dionne McGee, born January 31, 1969, to Seafarer and Mrs. Earl McGee, Newark, New Jersey.

Charles Arnold, born February 18, 1969, to Seafarer and Mrs. Charles R. Arnold, New Orleans, La.

Alisa Bullard, born February 23, 1969, to Seafarer and Mrs. Warren U. Bullard, Philadelphia, Pa.

Belita Ellis, born August 19, 1968, to Seafarer and Mrs. Francis M. Ellis, Pascagoula, Miss.

Virgina Tyner, born March 3, 1969, to Seafarer and Mrs. Thomas A. Tyner, New Orleans, La.

Ann Hadden, born February 2, 1969, to Seafarer and Mrs. Norman B. Hadden, Colmosneil, Texas.

William Skinner, born March 1, 1969, to Seafarer and Mrs. William Earl Skinner, Mobile, Alabama.

Alvin Willard, born January 10, 1969, to Seafarer and Mrs. Joseph Willard, Toledo, Ohio.

Jeffrey Scott, born February 3, 1969, to Seafarer and Mrs. David C. Lupton, Norfolk, Va.

Johnny Young, born February 2, 1969, to Seafarer and Mrs. Johnny Young, Mobile, Ala.

Elsie Lofton, born January 29, 1969, to Seafarer and Mrs. Jack Lofton, Chickasaw, Ala.

Carla Denise Tillet, born February 20, 1968, to Seafarer and Mrs. Kirby Tillet, Chesapeake, Va.

Sherry Boothe, born December 16, 1968, to Seafarer and Mrs. Roy L. Boothe, Baltimore, Md.

Lisa Johnson, born February 4, 1969, to Seafarer and Mrs. Abraham Johnson, New Orleans, La.

Alma Ines Marcial, born January 25, 1969, to Seafarer and Mrs. Pedro Marcial, Bayamon, P. R.

Johnny McDuffie, born September 24, 1968, to Seafarer and Mrs. Teddy R. McDuffie, Houston, Texas.

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

Laura Vanderbeck, born January 25, 1969, to Seafarer and Mrs. William P. Vanderbeck, Bricktown, N.J.

Charles Collins, born January 26, 1969, to Seafarer and Mrs. Henry R. Collins, Orange, Texas.

Matthew Thomas, born February 23, 1969, to Seafarer and Mrs. Paul Thomas, Jr. Mobile, Ala.

Tammy Temple, born January 3, 1968, to Seafarer and Mrs. James Temple, Baltimore, Md.

John Anderson, born November 23, 1968, to Seafarer and Mrs. Leonard Anderson, St. Louis, Mo.

Wallace Hanke, born November 25, 1968, to Seafarer and Mrs. David E. Hanke, Russellville, Ala.

Kristina Guarino, born December 11, 1968, to Seafarer and Mrs. Bennie J. Guarino, New Orleans, La.

Lawrence Rhew, born February 9, 1969, to Seafarer and Mrs. Lawrence W. Rhew, Galveston, Texas.

Daniel Pronti, born February 16, 1969, to Seafarer and Mrs. Daniel G. Pronti, Jersey City, N.J.

Donnie Alan West, born December 28, 1968, to Seafarer and Mrs. Donnie West, Flat Rock, Ala.

Warren Lietz, born February 8, 1969, to Seafarer and Mrs. Warren C. Lietz, Daphne, Ala.

Samuel Tolley, born January 15, 1969, to Seafarer and Mrs. Samuel Lee Tolley, Camargo, Ill.

Michael Natoli, born December 1, 1968, to Seafarer and Mrs. John J. Natoli, Brooklyn, N.Y.

David Martin, born January 25, 1969, to Seafarer and Mrs. David L. Martin, Mobile, Ala.

Time For A Trim



Seafarer John Maytum of the deck department gets a haircut from James Gaetani in the New York hall. Brother Maytum, a native of Rhode Island, joined the SIU in Port of New York in 1957.

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.)

- ⚓ —
Sdtzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- ⚓ —
Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- ⚓ —
Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Staller
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)
- ⚓ —
Boren Clay Products Co.
(United Brick and Clay Workers)
- ⚓ —
"HIS" brand men's clothes
Kaynee Boysewear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
(Amalgamated Clothing Workers
of America)
- ⚓ —
Jamestown Sterling Corp.
(United Furniture Workers)
- ⚓ —
Richman Bros. and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers
of America)
- ⚓ —
Baltimore Luggage Co.
Lady Baltimore, Amelia Earhart

- Starlite luggage
Starflite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)
- ⚓ —
White Furniture Co.
(United Furniture Workers of
America)
- ⚓ —
Gypsum Wallboard,
American Gypsum Co.
(United Cement Lime and
Gypsum Workers International)
- ⚓ —
R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)
- ⚓ —
Comet Rice Mills Co. products
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)
- ⚓ —
Pioneer Flour Mill
(United Brewery, Flour, Cereal,
Soft Drink and Distillery Workers
Local 110, San Antonio, Texas)
- ⚓ —
All California
Table Grapes
(United Farm Workers)
- ⚓ —
Magic Chef Pan Pacific Division
(Stove, Furnace and Allied
Appliance Workers
International Union)
- ⚓ —
Tennessee Packers
Reelfoot Packing
Frosty Morn
Valleydale Packers
(Amalgamated Meat Cutters and
Butcher Workmen of North
America)
- ⚓ —
Fisher Price Toys
(Doll and Toy Workers)
- ⚓ —
Atlantic Products
Sports Goods
Owned by Cluett Peabody
(Amalgamated Clothing Workers)

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans May 13—2:30 p.m.
 - Mobile May 14—2:30 p.m.
 - Wilmington May 19—2:00 p.m.
 - San Francisco May 21—2:00 p.m.
 - Seattle May 23—2:00 p.m.
 - New York . . . May 5—2:30 p.m.
 - Philadelphia May 6—2:30 p.m.
 - Baltimore . . . May 7—2:30 p.m.
 - Detroit May 16—2:30 p.m.
 - Houston May 12—2:30 p.m.
- United Industrial Workers**
- New Orleans May 13—7:00 p.m.
 - Mobile May 14—7:00 p.m.
 - New York . . . May 5—7:00 p.m.
 - Philadelphia May 6—7:00 p.m.
 - Baltimore . . . May 7—7:00 p.m.
 - †Houston . . . May 12—7:00 p.m.
- Great Lakes SIU Meetings**
- Detroit May 5—2:00 p.m.
 - Alpena May 5—7:00 p.m.
 - Buffalo May 5—7:00 p.m.
 - Chicago May 5—7:30 p.m.
 - Duluth May 5—7:00 p.m.
 - Frankfort . . . May 5—7:00 p.m.
- Great Lakes Tug and Dredge Section**
- Chicago May 13—7:30 p.m.
 - †Sault St. Marie May 15—7:30 p.m.
 - Buffalo May 14—7:30 p.m.
 - Duluth May 16—7:30 p.m.
 - Cleveland . . . May 16—7:30 p.m.
 - Toledo May 16—7:30 p.m.
 - Detroit May 12—7:30 p.m.
 - Milwaukee . . . May 12—7:30 p.m.
- SIU Inland Boatmen's Union**
- New Orleans May 13—5:00 p.m.
 - Mobile May 14—5:00 p.m.
 - Philadelphia May 6—5:00 p.m.
 - Baltimore (licensed and un-licensed) May 7—5:00 p.m.
 - Norfolk May 8—5:00 p.m.
 - Houston May 12—5:00 p.m.
- Railway Marine Region**
- Philadelphia May 13—10 a.m. & 8 p.m.
 - Baltimore May 14—10 a.m. & 8 p.m.
 - *Norfolk May 15—10 a.m. & 8 p.m.
 - Jersey City May 12—10 a.m. & 8 p.m.
- † Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, Newport, News.
1 Meeting held at Galveston wharves.

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
Al Tanner
Lindsay Williams
Robert Matthews
- SECRETARY-TREASURER**
Al Kerr
- HEADQUARTERS** 675 4th Ave., Bklyn. (212) HY 9-6600
- ALPENA, Mich. 127 River St. (517) EL 4-3614
 - BALTIMORE, Md. . . . 1216 E. Baltimore St. (301) EA 7-4900
 - BOSTON, Mass. 643 Atlantic Avenue (617) 482-4714
 - BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259 IBU (716) TL 3-9259
 - CHICAGO, Ill. 9383 Ewing Ave. SIU (312) SA 1-0733 IBU (312) ES 5-9570
 - CLEVELAND, Ohio . . . 1420 W. 25th St. (216) MA 1-5450
 - DETROIT, Mich. 10225 W. Jefferson Ave. (313) VI 3-4741
 - DULUTH, Minn. 312 W. 2nd St. (218) RA 2-4110
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 - HOUSTON, Tex. 5804 Canal St. (713) WA 8-3207
 - JACKSONVILLE, Fla. . 2608 Pearl St. (904) EL 3-0787
 - JERSEY CITY, N.J. . . . 99 Montgomery St. (201) HE 5-9424
 - MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754
 - NEW ORLEANS, La. . . . 630 Jackson Ave. (504) 529-7545
 - NORFOLK, Va. 115 3rd St. (703) 622-1892
 - PHILADELPHIA, Pa. . . . 2604 S. 4th St. (215) DE 4-3818
 - PORT ARTHUR, Tex. . . . 1340 Seventh St.
 - SAN FRANCISCO, Calif. . 350 Fremont St. (415) DO 2-4401
 - SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 724-2848
 - SEATTLE, Wash. 2505 First Avenue (206) MA 3-4334
 - ST. LOUIS, Mo. 805 Del Mar (314) CE 1-1434
 - TAMPA, Fla. 312 Harrison St. (813) 229-2788
 - WILMINGTON, Calif. . . 450 Seaside Ave. Terminal Island, Calif. (213) 832-7285
 - YOKOHAMA, Japan. . . . Isaya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

POTOMAC (Ogden Marine), February 23—Chairman, H. Parker; Secretary, C. R. Dammeyer. No beefs were reported by department delegates. Brother C. Martin was elected to serve as new ship's delegate. Vote of thanks was extended to retiring ship's delegate, Brother C. Dammeyer.

SABINE (Ogden Operators), March 2—Chairman, B. Fimovics; Secretary, F. J. Johnson. Disputed OT in each department to be squared away by patrolman. Vote of thanks to Brother Robert Aumill, chief cook, and Brother Ed Heniken, baker, for doing a very good job.

COMMANDER (Marine Carriers), March 2—Chairman, Edmund Abaly; Secretary, George Thompson. Some disputed OT in engine and steward departments. Brother Gene Wotorski was elected to serve as ship's delegate.

MOBILIAN (Waterman), February 23—Chairman, M. Olson; Secretary, M. E. Greenwald. No beefs and no disputed OT.

WESTERN COMET (Western Agency), January 26—Chairman, R. J. Callahan; Secretary, C. Loper, Jr. Few hours disputed OT in deck and engine departments to be taken up with boarding patrolman.

IVERVILLE (Waterman), February 15—Chairman, John Cisiecki; Secretary, M. L. Leache. Brother G. Gonzalez was elected to serve as ship's delegate.

DEL ALBA (Delta), March 2—Chairman, William A. Aycock; Secretary, Sanford Kemp. No beefs were reported by department delegates.

DIGEST of SIU SHIP MEETINGS

LONG BEACH (Sea-Land), February 18—Chairman, John Der; Secretary, J. Fuller. No beefs were reported by department delegates. Big improvement in menus this trip. The steward was requested to order fresh stores that will pep up the menus. Discussion held regarding rusty hot and cold wash water.

PEARY (Marine Traders), March 2—Chairman, Harold J. Romero; Secretary, James A. Hollen. Some disputed OT in engine department. Vote of thanks was extended to the steward department for a job well done.

FRED MORRIS (Waterman), February 26—Chairman, Wm. Duncan; Secretary, Wm. Duncan. No beefs were reported by department delegates. Discussion held regarding food. Crew would like an improvement in menus and quality of food served.

SAN JUAN (Sea-Land), March 2—Chairman, J. A. Shortell; Secretary, E. Graham. \$53.19 in ship's fund and \$80.00 in movie fund. Some disputed OT in deck department. Vote of thanks was extended to Brother James Shortell, ship's delegate, for a job well done. Beef regarding company not forwarding the SEAFARERS LOG to the ships.

ROBIN SHERWOOD (Moore-McCormack), March 20—Chairman, William McConnell; Secretary, Jimmy L. Dunagan. Some disputed OT in engine and deck departments. Beefs regarding various items sent to headquarters.

SANTORE (Venore Transportation), February 23—Chairman, T. A. Jackson; Secretary, C. R. Arnold. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done. Brother Jackson, chief steward, went all out to make this a pleasant voyage for everyone.

DELTA BRAZIL (Delta), March 9—Chairman, Mike Dunn; Secretary, C. A. Hancock. \$75.00 in ship's fund. No beefs were reported by department delegates.

STEEL NAVIGATOR (Isthmian), March 9—Chairman, E. S. Harris; Secretary, H. L. Bennett. \$78.85 in ship's fund. Very good trip with no beefs. Some disputed OT in engine department to be taken up with patrolman.

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 1930, 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 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.

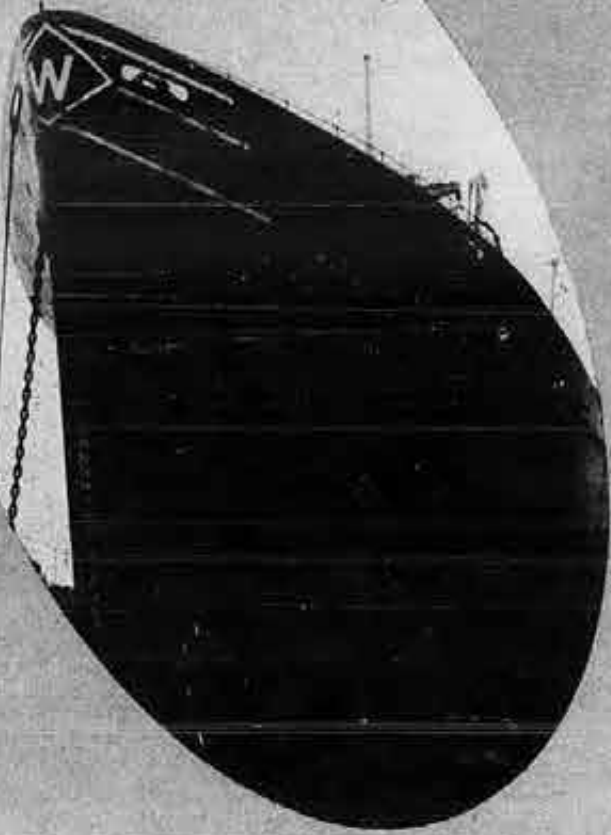
RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file 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.

YAKA Comes Home



After 67-Day trip to Da Nang and Manila, the Yaka (Waterman) arrives safely home at Oakland, for pay-off



Seafarer John P. Morris, at left, points out matter he wishes to discuss at pay-off to SIU Representative Ken McGregor who is listening intently at table. Morris reported that voyage was mostly smooth sailing.



Characteristic pose is struck by Paul Brady, who comes from Montgomery, Alabama. Seafarer Brady, a graduate of the Harry Lundeberg School of Seamanship, provided music during trip, teaming up with Peter Dufours.



Father and son team, John P. Morris, right, and son John H. Morris make their home at Savannah, Ga. Father, a Seafarer for 40 years, has five sons, all of whom sail with the SIU. Son John, 28, sails as an oiler.



The crew voted the steward department the best they had ever sailed with. Chief Steward Cristobal De Jesus, shown fixing a savory dish in the galley, has served as chief steward for most of 30 years at sea.



A new Seafarer is Larry Lafleur, 16, who sails as ordinary. A Lundeberg graduate, the youngster just completed second trip.

A messman, Seafarer Clowe Torry enjoys catching up on the LOG during leisure moments. The recent trip on the Yaka was Brother Torry's first.

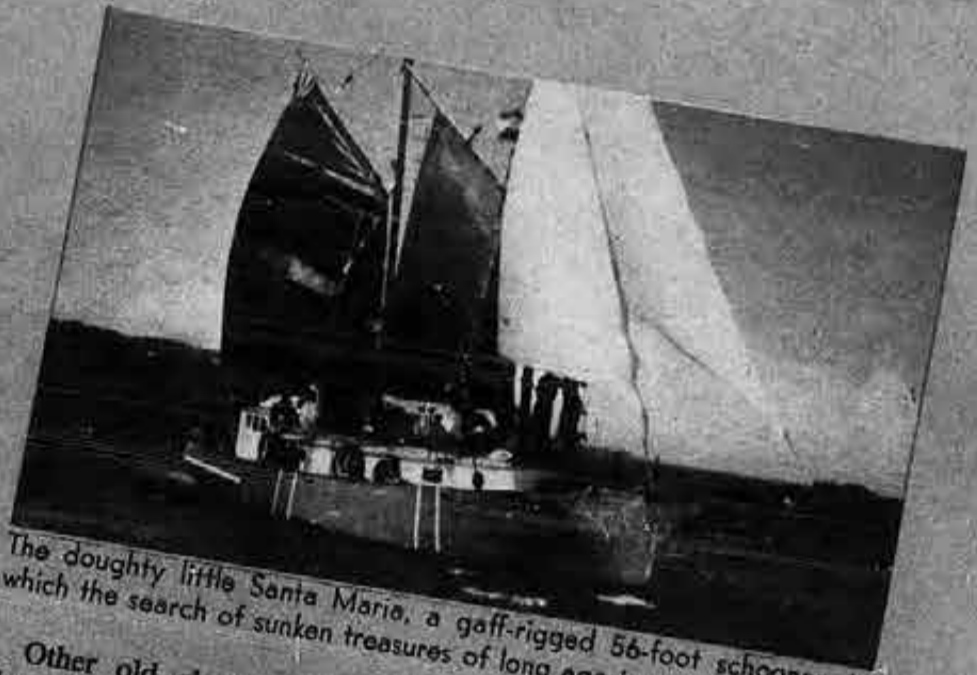


Seafarer Jim Reynolds, ordinary seaman, goes through his papers at pay-off time. Facial adornment sprouted during voyage.





SANTA MARIA SEEKS COLUMBUS



The doughty little Santa Maria, a gaff-rigged 56-foot schooner, in which the search of sunken treasures of long ago is now being made.



Seafarer Luin Brooks holding vase, over 400 years old, one of many recovered by the expedition, possibly one carried by Columbus' ship.

Seafarer Luin Brooks had just returned from a Far East run aboard the *Afoundria* when he saw an ad running in a California newspaper for adventurers to join an expedition to hunt for sunken treasure galleons.

The ads were placed by Michael Johnston, who owned a 100-foot converted minesweeper and a 56-foot schooner anchored at Port Royal on the island of Roatan off the north coast of Spanish Honduras. Captain Johnston had organized the expedition in 1967 after securing a contract from the Honduran government to conduct archeological research in the coastal waters between Puerto Cortes and Puerto Castilla, including the Bay Islands.

Brother Brooks—who sails on SIU-contract vessels as chief cook and baker—signed on as head of food and supply purchasing and, from September 1967 to August 1968, was responsible for one of the expedition's exploratory diving teams.

During the past 14 months, the divers, working in the waters sailed by Christopher Columbus and buccaners Henry Morgan and Jean Laffite, have located at least 11 ancient wrecks dating back to the early 16th century. They have brought up archeological treasures far greater than the gold bullion and jewels they sought, according to Thelma Dunlap, head of the Galway Lake Archeological Survey group which is assisting in the enterprise.

Johnston became interested in exploration several years ago when he bought the gaff-rigged schooner *Santa Maria* and—after refitting her at Seattle—cruised the west coasts of Mexico, Central America and South America as far south as Chile, studying old charts and searching for evidence of lost galleons.

He then sailed the *Santa Maria* into the Caribbean to explore the waters off Colombia and Costa Rica, and the reefs of Nicaragua and Honduras. While working at Galway Lake, Johnston had obtained charts from Spain which indicated that the Island of Roatan might very well have been the site of Henry Morgan's old Port Royal base from which he set out to plunder Spanish treasure galleons during the mid-1500s.

Other old charts and maps traced the trade routes of the Spanish ships and indicated the possible sites of some 25 galleons believed sunk with their treasure cargoes of gold bullion and artifacts during the 16th and 17th centuries.

Johnston zeroed in on the reefs off Spanish Honduras because of an educated guess of Professor Edward N. Dunlap made about four years ago. After a careful study of the oceanography of Honduran coral reefs and the submerged shoals around Roatan, Dunlap theorized that many of the clumsily-rigged and heavily-laden galleons went aground and broke up in that treacherous stretch of sea.

Evidence from diving explorations now have shown that the Honduran reefs claimed the highest toll of ships. Several galleons have been found in waters 30 to 150 feet deep which had settled to the bottom more than 400 years ago after ripping open their hulls on the sharp coral.

In addition to the *Santa Maria*, the expedition is using the converted minesweeper—renamed the *Rambler*—as a supply vessel, a workshop, and for sleeping accommodations.

The expedition is working closely with the Honduran departments of education and tourism. The agreement with the government provides that reports of all findings must be made to the Port Royal Marine Museum which is owned by the expedition. If the expedition recovers any gold or silver bullion, it must be divided equally with the Honduran government.

The work has been painstakingly slow. Divers have to be extremely careful in dredging around the badly-deteriorated hulks in order to clearly photograph them in their underwater positions. The work is dangerous, too. The waters around the reefs abound with shark, barracuda and moray eel. When sharks appear, the divers quickly leave the water. Although the barracuda and eel are not considered particularly threatening, they hover around the divers and will snap at bright moving objects.

The expedition has thus far recovered only amphorae—tall egg-shaped ceramic vases—ship's metal hardware, cannon and shot. Some of the vases have been dated at about 1500, the same time during which Columbus was making his fourth and final expedition to this area. This has led Johnston to hopefully speculate that they may be working in the remains of one of Columbus' ships.

As to gold and silver—and possibly jewels—the expedition isn't saying publicly. Johnston has said that the expedition's agreement with Honduras provides that the government will make all disclosures on the finds. "Naturally, we're intrigued at the idea of finding a fortune in bullion," he said, "but treasure doesn't necessarily mean gold. Our archeological find is much more important, and we recognize our responsibility and obligation."

Seafarer Brooks, who joined the SIU in 1966, plans to ship out to the Far East again "where he hopes to pick up tape recorders for himself and some of the expedition members who are planning to write about their experiences." Brooks said he plans to rejoin the expedition later this year when they plan to film an underwater documentary on their explorations which they hope will help to finance the continuation of their search.