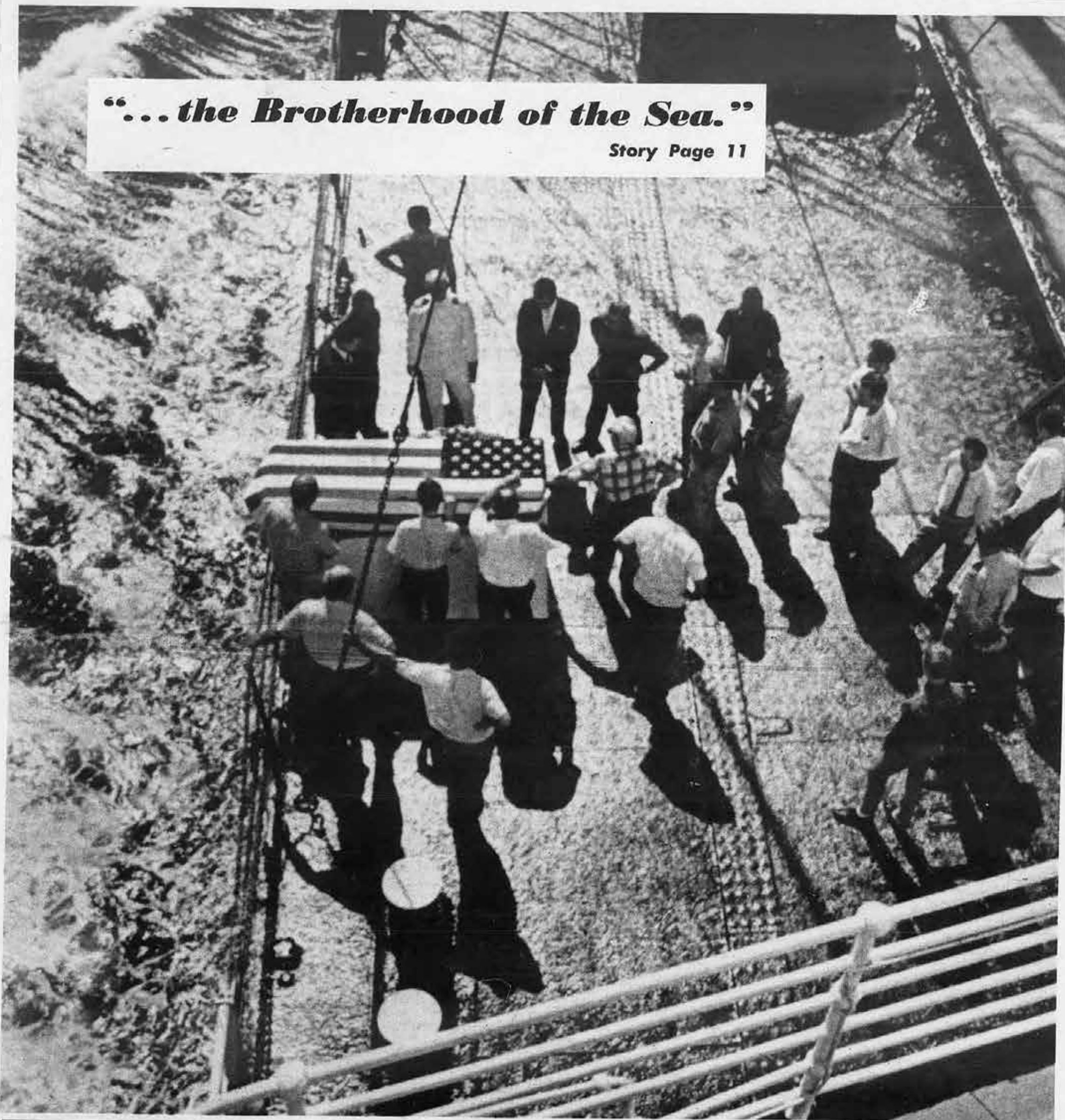




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

"...the Brotherhood of the Sea."

Story Page 11



***Coast Guard Agrees on SIU Right
To Participate in Disaster Hearings***

Story Page 2

***Boyd-Sponsored Maritime Program
Poses New Menace to U.S. Fleet***

Story Page 3

In This Issue:

President's Pre-Balloting Report • Secretary-Treasurer's Report to the Membership

Pages 7-10

SIU Wins Coast Guard Agreement On Rights in Ship Disaster Probes

WASHINGTON—In response to the arguments by the SIU, the U.S. Coast Guard has agreed that a change is needed in the service's interpretation of its definition of a "party in interest". The SIU maintains that it should be allowed to actively participate as a "party in interest" on behalf of its members in investigations of ship disasters.

The agreement was reached May 9 at a meeting here between SIU Welfare Director Al Bernstein, SIU Safety Director Joe Algina, SIU counsel Arthur Abarbanel, and Rear Admiral Charles P. Murphy, Chief of Merchant Marine Safety for the U.S. Coast Guard, and his associates.

This partially-resolved the dispute concerning the SIU's position that, on behalf of its members, it should have the right to participate in the investigations. The issue arose at the outset of investigations into the Panoceanic Faith disaster last October. At that time, the Coast Guard ruled that the SIU was not a "party in interest" and therefore could not actively participate.

The Marine Investigation Regulations of the Coast Guard define "party in interest" as "any person whom (the Coast Guard) . . . shall find to have a direct interest in the investigation conducted by it and shall include an owner, charterer, or the agents of such owner or charterer of the vessel or vessels involved in the marine casualty or accident, and all licensed or certified personnel whose conduct, whether or not involved in a marine casualty or accident, is under investigation by (the Coast Guard) . . ."

Active Participation Sought

In a March 18 letter to the Commandant of the Coast Guard, the SIU outlined the Union's stand. "It would appear from a plain simple reading" of that definition, the letter said, ". . . that the SIU would be such a party in interest. At the (Panoceanic Faith) hearing, we were advised that a party in interest as interpreted by the Coast Guard means someone who has brought about or is responsible for causing the marine disaster or casualty. Therefore, the Board of Inquiry at the Panoceanic Faith hearings following this interpretation ruled against the SIU as a party in interest but declared it to be an interested party," which meant it could not participate actively.

"It is respectfully submitted," the SIU continued, "that this interpretation is obsolete . . . and should be changed as a result of present circumstances and conditions prevailing in the maritime industry. . . ."

"(The present Coast Guard interpretation of the definition of party in interest) only permits the wrong-doer to participate fully . . . in the hearings or inquiries. It prohibits the Union . . . from actively participating in the hearing to help bring about safe working conditions, seeing that its members have safe ships to sail, and that maritime casualties are prevented."

'Vitaly Concerned'

The letter concluded: "It is our position that the Union shall be declared a party in interest in these Coast Guard hearings investigating maritime disasters. . . ."

"We are vitaly concerned . . ." and desire to help prevent the reoccurrence of such disasters

Revision Agreed On

As a result of the meeting between the SIU and the Coast Guard, the Coast Guard agreed to undertake revision of its interpretation of the definition of "party in interest," and indicated that they would include in their interpretation all unlicensed personnel, who are on watch or on duty at the time of the casualty and whose duties would have some bearing on the casualty. These men would have the right to designate the Union, or their

attorneys, as their representatives.

"The Coast Guard stated that in this way," explained the SIU counsel, "the Union would be able to participate fully in the investigation. . . . Although this does not give the SIU what it sought directly, it is a step in the right direction and would give the Union indirectly what it is seeking."

This contemplated change is most significant in that it would give the SIU the opportunity to assure its men of safe ships and to prevent reoccurrences of maritime disasters.

Curtailed Foreign Food Aid May Reduce 50-50 Cargoes

WASHINGTON—A reduction in the number of 50-50 aid cargoes available for carriage in U.S.-flag ships in 1969 appears likely as a result of the House Appropriations Committee's recommendation that Public Law 480 funds be held to \$300 million—a cut of \$618 million from the amount requested by the Budget Bureau.

Meanwhile, the full House approved legislation extending the life of P.L. 480 for another year. The Senate already had voted to extend the law.

The House measure included an amendment that would bar participation in a P.L. 480 transaction to any company which, directly or through an affiliate in which it held a controlling interest, shipped food to North Vietnam in the previous six months.

Funds authorized under P.L. 480—the basic authority for U.S. food aid abroad—finance Government-generated cargoes. It was this law that led to the creation of the rule that at least 50 percent of all such cargoes be carried in U.S.-flag ships.

The proposed cut in funds would provide an over-all Public Law 480 budget of \$1.2 billion, down from the more than \$1.8 billion originally requested.

Shipping Cuts Likely

There is no question that the cuts will be reflected by a \$600 million cut in shipments, a Budget Department spokesman, Charles Jewell, said. There still may be a chance that the funds would be restored by later House or Senate action, however.

Jewell explained that the P.L. 480 Law does allow the Department of Agriculture to use Commodity Credit Corporation funds for shipments if it runs out of money. But he added that "it was obviously the committee's intention that the cuts made be cuts in program levels," and said he expects the department to abide by the committee's intent if it is upheld by Congress.

The committee has reduced the P.L. 480 appropriations to approximately one third of the new

money requested by the Department of Agriculture. Only \$300 million in new money is being added to the program's \$530,257,000 carryover from past years and \$342,600,000 in estimated receipts from sales in foreign currencies.

The House Appropriations Committee, in its report, said it was taking the action because "with a desperate need for additional foreign exchange from sales for dollars, and with increasing financial pressures here at home, expenditures under the Public Law 480 program can no longer be justified at previous levels."

The committee, went further in saying it believes "that we have reached the point in our international affairs where the primary attention must be given to the support of efforts of the food-deficient countries to develop their own agriculture resources so as to be able to carry a larger share of the responsibility for feeding their own people."

Ups Food Stamp Funds

In its recommendations, the House committee, also recommended an increase of \$40 million in food stamp authority to provide for food at low rates to America's poor families in depressed areas.

Last year the Agriculture Department reduced the cost of food stamps in Mississippi after a survey showed that many families had earned no money for weeks. One man who did work 55 hours a week only had a take-home pay of \$15—only enough to provide his children with a breakfast of biscuit, lunch of boiled beans and a supper of bread and molasses.

On the strength of the survey, the department then cut the cost of stamps to the needy families from \$2 monthly per person to 50 cents.

Report of International President



by Paul Hall

While hearings by the House Merchant Marine and Fisheries Committee progressed during the past few weeks on a Congressional Program to save the U.S. merchant marine from oblivion through continued government neglect, grim new threats to the American maritime industry have materialized to further hamper efforts at revitalization of the U.S. flag fleet.

One of these new developments stems from the Administration's fixation on maritime as the most expendable segment of the nation's economy whenever budget cuts are called for. In addition, Transportation Secretary Alan Boyd's proposals for a national maritime policy, made at hearings by the Senate subcommittee on Merchant Marine this week, make it quite obvious that we can not depend on any aid from the government bureaucrats in backing a program to upgrade the American fleet.

Another problem, over which this nation has no direct control, is a threat that currently operating vessels under the U.S. flag will no longer be insurable, at a premium within the ability of their owners to pay, if they are 20 years of age or older.

The latter development was recently pointed up when a one-vessel shipping company sought to trade off an old vessel for a Victory ship in the reserve fleet which had actually seen only three years of active service—despite the fact that it was constructed during the World War II boom year of 1944.

Although the Victory ship which the company sought to acquire was some two years younger than many of the merchant vessels active in the U.S.-flag fleet to day, international insurance underwriters in the United Kingdom refused to insure it solely on the basis of its chronological age. No consideration whatever was given to the fact the ship's engines and fixtures had received no appreciable wear and tear during their active life. As a result, the Maritime Administration reported the vessel's would-be owners were forced to withdraw their application to trade it out of the reserve fleet.

Isolated though this particular incident may have been, its over-all implications carry a very real threat to some two-thirds of the merchant vessels sailing under the U.S. flag today.

Blockage by insurance companies of this one trade prompted recollection in testimony before the House Merchant Marine and Fisheries Committee of a battle won by American maritime interests in London more than two years ago. At the time, the international insurance combine had decided to levy a punitive three-percent insurance rate on all vessels more than 20 years old. Backed by arguments that U.S.-flag vessels were subject to better care and higher standards of performance by virtue of Coast Guard specifications, American vessels were exempted—for the time being—from the insurance companies' restrictive rates.

Now, however, it appears that this exemption is about to come to an end. Faced by the diminishing strength and over-age status of our present merchant marine, two thirds of the U.S.-flag fleet will be better than 25 years of age by 1970—or five years older than the maximum age set for the vessels of other nations by underwriters more than two years ago. For the unsubsidized segment of the U.S. fleet, prohibitive premium demands by British insurance companies could well be the straw that breaks the camel's back.

The only way out of such a dilemma is, of course, the construction of a modern American fleet which would have no insurance problems at all.

Current helter-skelter efforts on the part of the bureaucratic fraternity to come up with an additional \$2 billion in federal budget cuts have, unfortunately, brought the wolf back to the door of the merchant marine.

Long neglected, to be sure. Struggling for survival, perhaps. But the nation's fourth arm of defense must never be allowed to die. We in the maritime industry, with the capable help of an aware Congress, must see to that.

Discuss U.S. Fleet Problems



SIU President Paul Hall discusses the maritime industry with New Orleans Port Chaplain Rev. Thomas A. McDonough (right) and Stephen Ross, graduate student in school of business administration, at final session of 19th annual Institute on Foreign Transportation and Port Operations, sponsored by Tulane University, New Orleans.

Transport Union Heads Form Industry-Wide Labor Body



SIU President Paul Hall takes the floor at the recently held Conference of Transportation Trades in Washington to stress the importance of transportation unity. Seated at Hall's right is P. L. Siemiller, president of Machinists and Aerospace Workers.

WASHINGTON—For the first time in the history of the American transportation industry, representatives of the unions involved in every aspect of transport met May 21 to discuss the organization of a Conference of Transportation Trades which would act as spokesman for labor unions involved in the transportation industry.

C. L. (Les) Dennis, president of the Railway and Airline Clerks—the largest transportation union in the AFL-CIO, presided over a meeting of representatives of over 55 transportation unions.

The suggestion that a Transportation Trades Conference should be formed was formulated by Dennis in a resolution he presented at the AFL-CIO Maritime Trades Department Convention in December 1967. The resolution was unanimously supported by the MTD convention delegates.

Convinced of the urgent need for such a central body as Conference of Transportation Trades, the representatives of workers in every facet of transport—railroads, airlines, trucking, maritime, maintenance of transport and shipping equipment—formulated the functions and aims of the new TTC, setting up an organizational structure and electing officers.

Unanimously Adopted

The organizational structure suggested by Dennis was unanimously adopted. Open to all AFL-CIO affiliated unions involved in any aspect of the transportation industry, the TTC is to be made up of six sections: General Intermodal Transportation; Airline Transportation; Marine; Highway and Transit; Operating Railroad Trades; Non-Operating Railroad Trades. Each union could be represented in as many of these sections as required by the scope of its membership.

An Executive Council—made up of the chairmen of the six sections and headed by a Chairman and a Secretary-Treasurer—and a General Board, consisting of representatives of all the unions belonging to the TTC, would carry on the regular work of the Conference between national conventions.

The Chairman of the newly

formed Transportation Trades Council, chosen unanimously by all those present, is C. L. Dennis. Bill Moody, of the AFL-CIO Maritime Trades Department, was unanimously elected Secretary-Treasurer of the TTC.

Bill McLauren, of the Brotherhood of Sleeping Car Porters, in describing the degeneration of passenger railway service—and the consequent steady loss of jobs—touched upon the problems facing labor in many transport unions.

SIU President Paul Hall, welcomed the formation of the TTC, declaring that "we in the maritime trades have had a difficult time for several years. The support of TTC will help each of us protect the interests of our membership. The ICC also affects shipping and the ICC is management oriented. It serves management primarily and not the unions. Only the encouragement of the ICC has made many of the recent transportation mergers possible.

Unity Vital

"Transport unions must make a concerted effort to change the industry. If we don't cooperate, the workers will get the short end of the stick. Only Labor unity can offset the indifferent bureaucrats who control the governmental transportation agencies," Hall said.

The growth of giant transport companies as a result of corporate mergers on a huge scale has made the formation of the Transportation Trades Conference a vital necessity for the unions involved. As TTC Chairman Dennis said in his closing remarks:

"This meeting could signify a historic step forward in transportation. There is a job to do, and together we can do it. I am deadly serious about this important undertaking. You will hear from us soon. And so will the transportation industry."

Maritime Policy Proposed by Boyd Would Harm Rather Than Help Fleet

WASHINGTON—Completely ignoring all measures offered by maritime labor and many members of Congress to revitalize the merchant fleet, Transportation Secretary Alan S. Boyd has unveiled a maritime policy that will greatly hurt rather than help the maritime industry.

Immediately after Boyd announced details of the program at the opening hearing of the Senate Merchant Marine and Fisheries Subcommittee, stunned Congressional leaders charged the Administration with a "double cross," stating the program is a complete reversal of the agreement they made with Administration officials last fall.

Equally shocked were representatives of maritime labor and management. Edwin M. Hood, president of the Shipbuilders Council of America said the Administration proposals were almost identical with a plan Boyd presented two years ago. Hood recalled the original program was "impressively turned down by Congress at that time." He also called the new proposals "a discredited, unworkable plan, resurrected for another round of expediency."

Boyd admitted under questioning by members of the Senate Subcommittee, headed by Senator E. L. Bartlett (D-Alaska) that the Administration was reneging on its previous agreement with House and Senate leaders.

Accord 'Shattered'

Bartlett said he had the "feeling that the accord we had reached has been rudely shattered."

But Boyd stuck to his 13-page proposal even after some Congressional leaders said the program was nothing more than a slightly-modified Interagency Maritime Task Force report that was rejected three years ago by maritime and congressional leaders.

The SIU has been fighting the policies of Secretary of Transportation Boyd for quite some time. Several years ago, Boyd sabotaged a program formulated by the President's Maritime Advisory Committee by co-authoring the Inter-Agency Task Force report which called for a severe cutback in assistance to the maritime industry.

Boyd's "bombshell" proposal calls for all-out building in foreign shipyards of American-flag vessels and elimination of existing tax-free capital reserve funds. Further, it lacks any plan for fleet expansion.

Boyd also would place the amount of subsidy for new ship construction under the direct control of the secretaries of Defense and Transportation and urged Congress to approve funds for the construction of four Fast Deployment Logistic Ships in 1969 at a cost of \$184 million.

Congress last year defeated a proposal to build these floating military supply depots that would be permanently based at sea. Vigorous opposition to the FDL plan by the SIU, other representatives of the maritime industry, and many members of Congress still remains strong.

'Useless Boondoggle'

Some critics of the FDLs—first proposed by former Defense Secretary Robert S. McNamara—have labeled the project as a "use-

less boondoggle" that would serve no practical purpose.

Boyd also proposed immediate elimination of subsidized American-flag passenger liners and placement of the Maritime Administration under the Department of Transportation.

His appearance at the hearing as spokesman for the Administration seemed to confirm the Administration's intention to shift ARAD away from the Department of Commerce and into DOT.

The SIU has strongly opposed this move and encouraged the establishment of an independent MARAD.

His testimony came as a shock to Senator Bartlett who had opened the hearing with the expressed hope that Boyd, as the first witness, would indicate the Administration's support for a strong domestic building program for our merchant fleet.

Bartlett said he was calling up for immediate consideration the House-passed and Administration-opposed bill which would make the Maritime Administration an independent agency.

Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fish-

eries Committee, who has been holding hearings on legislation that would provide for a five-year program for the construction of 35-40 new ships each year, was similarly astounded by the Administration's program.

Cites Double-Cross

"You wouldn't be able to print what I have to say about this double-cross," Garmatz said, when asked for comment on Boyd's proposal.

Senator Warren G. Magnuson (D-Wash.) was reported to be bitterly disappointed by the Administration's program and indicated he was going to oppose 90 percent of the Administration's proposals. Magnuson, chairman of the Senate Commerce Committee, is sponsoring a companion bill to the House measure for a five-year shipbuilding program.

Senator Daniel B. Brewster (D-Md.) a member of Merchant Marine subcommittee, expressed "bitter disappointment" over the Administration's failure to produce "what I consider a constructive maritime program to build enough American ships, in American yards, by American labor, and man them to meet our needs in national defense and foreign commerce."

National Labor Committee Formed for Humphrey

WASHINGTON—Formation of the National Labor Committee for Humphrey, made up of more than 150 trade union leaders from all sections of the country, was announced at a press conference, May 17, by Steelworkers President I. W. Abel and Secretary Joseph D. Keenan of the International Brotherhood of Electrical Workers.

Abel is chairman of the new group and Keenan is secretary-treasurer.

"Our objective," their joint announcement said, "is to assist Vice President Hubert H. Humphrey secure the nomination of his party for President of the United States; our further objective is the election of Hubert H. Humphrey as President of the United States next November."

Abel and Keenan stressed that members of the committee were taking part as individuals and not as representatives of their organizations. The founding members make up a broad cross section of the American labor movement and include key officials of the AFL-CIO, national and international unions, trade and industrial departments and state and city central labor bodies.

Included on the committee is SIU President Paul Hall, who is also president of the AFL-CIO Maritime Trades Department.

Both AFL-CIO President George Meany and Secretary-treasurer William F. Schnitzler are among the founding members.

The announcement by Abel and Keenan expressed the belief, "shared by the overwhelming majority of our brother and sis-

ter trade unionists," that Humphrey's nomination and election are "vital to the unity of our country and to the welfare of the entire nation."

The statement cited Humphrey's "sympathy and keen understanding" of the problems of workers.

"We have known him," it said, "as an imaginative and creative statesman with an extraordinary capacity for anticipating problems and formulating sound and workable programs for their solutions."

The Vice President's accomplishments in the fields of civil rights, medicare, peace, the rights of organized labor, education, youth and economic progress were listed.

Calling Humphrey "the man to trust for our times," they concluded:

"Every individual in our country, regardless of rank, is better off because of the public service rendered by Hubert H. Humphrey.

"This is the message we will carry to every international union, every state labor federation, every local central body and local unions. This is the basis upon which we urge all working men and women and their families to give their unstinting support to the nomination and election of Hubert H. Humphrey. This is the basis on which we call upon them to work as citizens toward this goal."

AFL-CIO Exec. Council Drops UAW On Default of Per Capita Payments

WASHINGTON—The AFL-CIO Executive Council, terming the decision of the Auto Workers to default on its per capita payments to the AFL-CIO "an act tantamount to withdrawal," called for the suspension of the union under the automatic provisions of the AFL-CIO Constitution.

In a unanimously adopted resolution, the council voiced its regret at the UAW's action, asserting that the attempt to "coerce the decisions of a representative body of American trade unions is unworthy of the avowed standards of the UAW."

The council stressed that it had no choice under the federation's constitution but to suspend the UAW for nonpayment of per capita, pointing out that there are no provisions for an "escrow account."

The recent UAW convention adopted a resolution declaring that it would not pay per capita to the AFL-CIO unless the federation would call a special convention to discuss changes in programs and policies and that the per capita funds would be set aside in a special escrow account until December 1968 unless a special convention were called.

The council held a special meeting in March to consider a UAW request for a special convention and unanimously adopted a resolution declaring it would call such a session if the UAW would abide by the decisions reached. The Auto Workers refused to make this commitment.

AFL-CIO President George Meany, announcing the council's decision at a press conference during the two-day spring meeting in Washington, termed the

resolution adopted by the UAW convention "another ultimatum" to the AFL-CIO. He said he regretted the suspension action "very much," adding:

"I can say to you (reporters) that I know of no action that we took to try to bring it on. This has been a one-sided barrage now since May 1966."

The council's spring meeting spoke out on a number of other matters, voicing its strong opposition to meat-ax budget cutting by House-Senate conferees calling for passage of the "truth-in-lending bills," proposing a program for reducing soaring medical costs, and urging government action to stop runaway firms from exploiting poorly paid Mexican workers along the border.

Affirms Support

It strongly affirmed its support for the workers in eastern European countries in their struggle for freedom and democracy—especially in Czechoslovakia—and urged U.S. government action against the Polish government's renewed campaign of anti-semitism.

It voiced its support also for the grape workers' strike against Giumarra and the boycott of growers against whom there are strikes and pledged its backing to unions currently in negotiations

with the Campbell Soup Co.

The council's action on the UAW was taken under mandatory provisions of the AFL-CIO Constitution calling for automatic suspension if an affiliate is in arrears on per capita payments for three months. The UAW last paid per capita to the AFL-CIO for the month of January 1968 on Feb. 15, 1968. They were in arrears for February, March and April on May 15, the effective date of the suspension.

The council resolution adopted on May 13, declaring that if payment was not made by May 15 the provisions of the constitution would apply. There has been no response from the UAW or payment of per capita.

Rules Well Known

The council noted that "the president of the UAW is familiar with the terms of the AFL-CIO Constitution," that he participated in its drafting and approved its contents. He must know, the council continued, that "the constitution does not permit an organization to continue its participation in the subordinate bodies of the federation after it ceases to enjoy that right in the federation itself."

This means, Meany told reporters, that the UAW cannot participate in the activities of AFL-CIO constitutional departments such as the Industrial Union Department of which UAW President Walter P. Reuther is president, or in state and local bodies of the AFL-CIO.

Meany told reporters that the action represents the first time an affiliate has been suspended for nonpayment of per capita, that the "case is unique" because "we have never had anyone tell us that they were going to stay in without paying dues."

The action does not help the federation, he commented, "but I think we have to go ahead and do our business in an orderly way. I don't think it helps the American trade union movement and I am quite sure it doesn't help the UAW."

Unanimous Action

In reply to a query, Meany noted that no member of the council defended Reuther or his actions during the discussion and stressed that the action taken was unanimous.

During its session, the council met with the members of the President's Council of Economic Advisers to discuss current economic policy problems and later with President Johnson at the White House for further discussion.

At his press conference, Meany reaffirmed the AFL-CIO's position that if wage and price controls are needed the federation would go along if the controls are applied equitably across the board. He repeated also his belief that voluntary controls do not work in the type of industrial economy in the U.S.

The Atlantic Coast

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



At the recent convention of the Canadian Labor Congress in Montreal, Canadian Seafarers participated fully in decisions affecting the labor organizations of our neighbor to the North. I was requested to attend the sessions with the Seafarers' delegation and enjoyed the privilege of being present as our Canadian brothers again assumed their rightful role in the affairs of the Canadian trade union movement.

Last month, I also attended the annual conference of the International Transport Federation in London at which discussions were held concerning the effect of containerization on the maritime industry as well as other issues which have a bearing on the general welfare of Seafarers.

New York

Robert Frazer is taking his vacation and will ship out again shortly. His last ship was the *Bessemar Victory* on the Vietnam run. Bob ships as AB.

Martin Furrino was chief cook on the *Robin Goodfellow*. After taking care of some personal business, he'll be ready to go again.

Vacation bound after a trip on



Daniels

Smith

the *Steel Seafarer* is M. S. Leuschner, AB.

Israel Rhoden left the *Robin Gray* for a medical checkup. He's in good shape and ready for a cook or baker's job.

Philadelphia

Vic Comingo is registered for a FWT job. He has been on the beach for the past few months and is raring to go.

After a long stay on the *Merrimac* as bosun, Pete Moreni is going to stay home for a brief rest. He's registered, just in case a good job should come along, however.

Henry Karpowicz, a 20-year man, registered for a job in the engine department, while Louis Barch is scanning the board for an opening in the deck department. Louis recently sailed on the *Petrochem*.

Baltimore

The Baltimore Port Council has fully endorsed Democratic Senator Daniel B. Brewster, who is bidding for re-election to a second term as United States Senator. Brewster is a member of the Senate Commerce Committee and its subcommittee on Merchant Marine and Fisheries.

H. L. Stewart had a European run on the *J. B. Waterman*. He's interested in a three or four month trip, next time out. He sails as DM and has 17 years in the SIU.

Frank Sanyi sails as FWT. His last ship was the *Chatham*. An 18-year veteran, Frank will sail to any port, next time out.

Larkin Smith recently returned from a trip to Vietnam on the *Baylor Victory*. A BR, he said the steward and crew were fine and everything went OK. Larkin has 18 years in the Union.

Boston

Fred Rashid was sorry to see

the *Vantage Venture* go off-shore after some good sailing as AB. A 20-year man, Fred will take the first good Coast-hugger that calls for an AB.

William Stewart is FFD again and is scanning the board for a good job in the engine department. Before his recent lay-up, Bill was on the *Steel Apprentice*.

Angelos Antoniou is planning on spending some time with the family before shipping again. An AB, he was last on the *Cabins*.

Norfolk

Robert Beale is in town and will spend some time on vacation after a trip aboard the *Transsuperior* as AB. Next time out, he'd like a run to the Near East.

L. B. Bryant was last an FWT on the *Seatrain Carolina*. Home for a summer vacation, he'll be looking for a ship to the Far East when he gets back.

Ezekiel Daniels is going down to Wanchese, N.C., for some fishing, after a trip on the *Transsuperior* as FWT. He hopes to catch a ship to the Far East late this summer.

Puerto Rico

Max Acosta just arrived in town after a trip to Vietnam on the *Oberlin Victory*.

Calixto Gonzalez did a fine job as bosun on the *Seatrain Delaware*. Calixto says he had a fine trip on that vessel.

Evaristo Rosa spent a week on the beach before grabbing an oiler's job on the *Mayaguez*.

Geronimo Morales shipped as FWT on the *Wacosta*. He's been a regular runner to the West Coast.

Jimmy Botana has been holding down the BR's job on the *Floridian*.

The Pacific Coast

by Frank Drozak, West Coast Representative



Governor Ronald Reagan's proposal to take from the poor to ease the tax burden of the rich makes it abundantly clear that he favors "a Robin Hood in reverse tax policy." Thomas Pitts, state AFL-CIO leader, said recently:

According to Pitts, "while it is painfully clear that middle-income taxpayers and families with children deserve substantially more than the meager individual and dependent's tax credit allowed by Reagan's tax bill this year, there is no conceivable justification for soaking the poor to accomplish it."

He added that "this is particularly true in California, where only about 25 percent of the state's revenues come from progressive tax sources and where the poor expend a disproportionate share of their income in sales taxes, and other similarly regressive taxes."



Wilmington

Joe Barron was on the *Seatrain Savannah* as chief cook for a while and is now registered for another job.

After a two-month trip on the *Amerigo*, John Ratliff, is scanning the board for a cook and baker's job.

We have been quite busy here the past two weeks and the outlook for the next period is just as good. The *Cosmos Mariner* has signed-on, while ten ships are in transit. Paying-off are the following vessels: *Steel Chemist*, *Steel Rover*, *Transoneida* and *Seatrain Washington*.

Seattle

Shipping has been real good here in the northwest since our last report. The prospect for the next period is promising for all ratings. We had five pay-offs, four sign-one and seven ships in transit.

William McBride just got into town after a stay as carpenter on the *Steel King*.

C. Zubovich just took a baker's job on the *Portland*. He was third cook on the *Rebecca*.

J. Ryan has now shipped as carpenter on the *Steel King* after a trip on the *Anchorage* as deck maintenance.

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Four More SIU Men Win Licenses As Engineers—Total Is Now 245

Four additional Seafarers have received a second or third assistant engineer's license after attending the upgrading school sponsored jointly by the SIU and District 2, MEBA. A total of 245 Seafarers have now received licenses through the school, after they passed Coast Guard examinations.

Two of the men are new second assistant's, while two received a third assistant's license.

A second assistant, George Turner sailed as FOW and joined the SIU in New York in 1948. He is 38 years old and lives in Marrero, Louisiana. Brother Turner was born in Florida.

Before receiving his second as-



Turner Huddleston

stant's license, Mitchell Huddleston sailed as FOWT, pumpman and machinist. He is 44 years old and lives in Opelousas, Louisiana. A native of New Orleans, he joined the SIU in that port in 1964.

James Shifflett received a third assistant engineer's license. He

sailed as FWT and joined the Union in 1962 in Baltimore. Born in



Schifflett Cicirello

Virginia, he lives in Baltimore. Brother Shifflett is 41 years old.

Joachim Cicirello is a new third assistant engineer who formerly sailed as FWT. Brother Cicirello was born in Pennsylvania and lives in Philadelphia. The 35-year-old Seafarer joined the SIU in 1957 in the port of New York.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.

Those who qualify and wish to enroll in the school can obtain additional information and apply for the course at any SIU hall.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Shipping in the port of Detroit remains good for book men and we have filled all job requirements, so far.

On July 31, all our contracts expire with the Great Lakes Association of Marine Operators. They represent 22 contracted companies. Notification will be sent to all companies before the end of the month, expressing our desire to negotiate wages, pension, welfare and vacation benefits.

The Automobile Salesmen's Association will hold its first election of officers this year and nominations are now taking place. In addition, the ASA continues to maintain six separate picket lines in the Detroit area. President Carl Van Zant is confident of victory over these dealerships.

A notice of election and a pre-ballot report was mailed to all members at their last-known address regarding the 1968 biennial election of officers for the Great Lakes District. Any full book member can nominate himself for office upon proof of qualifications.

Chicago

Chuck Elliott is back in town from his Florida home and is sporting a beautiful tan. He's waiting for a call to wheel the Milwaukee Clipper this season. Fitting-out for this ship will begin at the end of the month.

Bill Toler is going to be on the beach for awhile after getting off the tanker Detroit. He visited the clinic here and was advised to take it easy and to get himself back in shape.

Duluth

The port here has 120 registered book men and 380 "non-pros." We shipped 130 men for all de-

partments since the fit-outs started. Shipping, which was very good at the beginning of the season, has slowed considerably but rated men are still in demand. Shipping for unrated men is on the increase, but remains fairly slow in the steward department.

Fred Leske told us he's glad to be back from a trip to Vietnam. He'll be looking to ship out soon—fresh water, that is.

Davey Jones, who sails as chief and second electrician, has also made the Vietnam run and has just come home from the West Coast. Davey is on medical leave and is busy at the hall helping ease the work load.

The Arnold Transit Company vessels have begun operating in the Straits area with service to Mackinac Island, Mackinaw City and St. Ignace. The first vessel out was the Mackinac Islander.

Buffalo

Shipping is holding steady in all departments and we have fitted out 13 ships with 2 more to go. The indication is that shipping will continue much the same as last season.

The J. B. Ford is fitting out, with the engine and steward departments already aboard. No call for the deck department, yet.

The Phillip Minch is still at her winter dock and has not placed a call for a crew as of this report.

Govt. Theory of 'Effective Control' Rapped by U.S. Shipping Company

WASHINGTON—The board chairman of the SIU-contracted Seatrain Lines, Inc., challenged the theory of the 'effective control fleet' as supported by the Defense Department and pointed out that these vessels could not be depended upon in time of national emergency.

Joseph Kahn in testifying before the House Merchant Marine and Fisheries Committee told the members: "A ship will sail where its master takes it. It is foolhardy for this nation to rely on foreign nationals for such a vital element of defense."

The committee, headed by Representative Edward A. Garmatz (D-Md.), has been holding continuing hearings on proposed legislation to modernize the U.S.-flag merchant fleet.

The question of the controversial "effective control" fleet came up as Kahn called for legislation to guarantee that half of all oil imports be carried in American-flag bottoms.

Oil Companies Cited

In answer to questioning by Representative Edward Reinecke (R-Calif.) Kahn expressed the belief that it has been the persuasion of the major oil companies that convinced the Defense Department that such foreign registered ships could be relied upon in an emergency.

However, he said he doubted that the allied countries could depend on French ships any longer, in view of President Charles de Gaulle's attitude towards the United States, and added that the political picture in Greece today places the Greek ships in an unknown category as well.

The so-called "effective control" vessels are those owned by American interests and registered in such countries as Panama, Honduras and Liberia. Under the theory of the Defense Department, the 422 vessels which fall in this classification would be available in times of emergency for the United States. However, the SIU and other maritime labor and management groups have long argued that no reliance can be placed on U.S. vessels manned by foreign crews in the event of war.

Another witness before the House committee told how insurance companies may well drive over-age U.S. merchant ships from the seas.

Ship Insurance Denied

Archibald E. King, president of the SIU-contracted Isthmian Lines, Inc., referred to an incident last month in which a shipping company was refused insurance on a 23-year-old ship which has seen only three years of service in its life. Because of the insurance company's attitude, he said, the vessel would not be "traded out" of the reserve fleet.

King underscored the fact that the over-age insurance problem plagues the entire unsubsidized fleet by noting that average age of ships owned by his own company is 24 years.

"This over-age insurance problem is with us," King emphasized. "We had a stay of execution for a while but it looks like we may not have that much longer."

He was referring to the fact that 2½ years ago, international insurance circles agreed to a "stay

of execution" on a move to raise premiums on all ships over 20 years old. After a special plea was made by King and other American shipping interests, the insurance underwriters exempted U.S. ships—but not indefinitely.

King said that if the exemption had not been granted, the American-flag general cargo ships would have been put out of business since 80 percent of the fleet is now more than 22 years old.

Attacks 'Double Subsidy'

He also charged that the current subsidy system is being used to destroy the unsubsidized segment of the American merchant marine, and attacked the "double subsidy" system whereby subsidized lines now are receiving differential payment from the Government for the difference in the American and foreign costs as well as the high ocean freight rate for moving Government cargoes.

Malcolm P. McLean, board chairman of the SIU-contracted Sea-Land Services, strongly appealed to the House groups for tax-exempt construction reserves for unsubsidized ship operators, and urged Congress to protect these carriers from unfair competition by subsidized companies.

McLean told the committee that his company was ready to "immediately enter into contracts with American shipyards for the

construction of 20 new vessels for a total of approximately \$300 million" if the tax exemption for funds set aside for new shipbuilding is approved.

Further, if the tax benefit is conferred on all the nonsubsidized operators, he estimated that "at least one billion dollars of new construction . . . would be contracted for within the next two to three years" in U.S. shipyards.

Scores Tight Funds

Another witness, Edwin M. Hood, president of the Shipbuilders Council of America, generally blamed annual hold-downs on government subsidy funds for the low level of shipbuilding.

Hood said if there was a five-years assurance for 35-40 new ship starts a year—as envisioned in the program which is the subject of the hearings—members of his council were said to have "indicated a collective readiness to support the investment of \$400 million in capital improvements over the same period. This figure represents about twice recent rates of expenditure and would appear to indicate recognition of the probability that significant facilities expansion would accompany a program of such magnitude."

Such a program would also trigger a roughly 15 percent boost in present private shipyard employment of 140,000, he added.

Viet Cong Attacks Del Sol; No Casualties, Damage Slight

The SIU-contracted Del Sol came under attack by Viet Cong rocket fire early this month in the Saigon River, southeast of the South Vietnamese capital. Bob Callahan, veteran Seafarer and ship's delegate aboard the vessel, reported that there were no casualties. "We were all very lucky," Brother Callahan said in a letter to the LOG.

According to Callahan, the Del Sol, owned by Delta Steamship Lines, Inc., was coming up the river on the morning of May 2. At 10 a.m.—when we were about 10 miles outside of Saigon—the VC attacked," Callahan said. "They hit the ship with three rockets and 50 calibre small arms ammunition." One rocket struck amidships, one under the bridge, and the third struck next to the galley."

Many of the Seafarers were in the galley at the time, since the attack came "at coffee time," he continued. "Foustino Pedraza, AB, was at the wheel at the time, steering the ship upriver. The attack lasted about five minutes. Immediately after the attack, U.S. planes and helicopters were attacking the VC—dropping bombs and firing machine gun bursts."

Brother Callahan reports that

when the ship docked, "we heard they killed the Viet Cong while they were running for cover along the river banks."

The Navy said that five Viet Cong guerrillas were killed and a rocket launcher and machine gun were captured by South Vietnamese commandos. In addition to the Del Sol, the Navy freighter Fentress also came under attack during the encounter. Damage to both ships was minor and they were able to make port safely.

Light Damage

The Del Sol's light damage was described by Callahan. "One mattress caught fire in one of the state rooms, but was quickly put out," he said, "and the water and hydraulic lines were hit and put out of order during the five-minute attack."

"All Seafarers aboard can be commended for the calm and orderly way they acted under fire," the ship's delegate added.

The Del Sol, which sailed out of New Orleans, on the South American passenger run for many years, has more recently been one of several Delta Line vessels on the Vietnam cargo run.



Callahan

Despite Slurs of Critics, Social Security is Thriving

WASHINGTON—Those who have never supported social security have consistently charged that it is poorly funded and about ready to go broke, but the facts prove otherwise, according to Robert M. Ball, Commissioner of Social Security, who recently declared that "the financing of the social security program is in excellent shape."

Ball's statement was issued after the Boards of Trustees of the four social security trust funds had completed their annual review of the operations of the funds for both the short range and the long range. He said that the Trustees Reports, transmitted to Congress, show the social security program to be financially and actuarially sound.

Henry Fowler, Secretary of the Treasury, is Managing Trustee. Other members of the Boards of Trustees are W. Willard Wirtz, Secretary of Labor and Wilbur J. Cohen, Secretary of Health, Education, and Welfare. As Commissioner of Social Security, Ball is Secretary of the Boards of Trustees.

According to the Trustees, income to the social security trust funds, from which cash benefits are paid, exceeded outgo by almost \$4 billion in fiscal year 1967. Assets of these two trust funds totalled \$25.5 billion at the end of the fiscal year.

The long-range cost estimates, calculated over a 75-year period, according to the Trustees, "show that the system, as modified by the 1967 amendments, continues to be financed on an actuarially sound basis.

Future Assured

Both the old-age and survivors insurance program and the disability insurance program will have sufficient income from contributions—based on the tax schedule and taxable earnings base now in the law—and from investments, to meet the cost of both benefit payments and administrative expenses for the next 15 to 20 years and for the distant future."

The Supplementary Medical Insurance Fund, which as one of two plans set up to finance the Medicare program, is financed out of the premiums of those 65 and over who voluntarily enroll and matching amounts paid out of general Federal revenues. Premiums were increased from \$3 to \$4 a month.

Income to this fund in fiscal 1967 totalled \$1.3 billion, while disbursements in the same period totalled \$798 million. At the end of its first year of operation, assets of the fund amounted to \$486 million. However, because of the newness of the program, the Trustees point out that it is still in the shakedown phase.

The fourth program, the Hospital Insurance Trust Fund, also set up to finance Medicare, is financed out of an earmarked portion of the social security contributions paid by workers and their employers.

Total income to the Hospital Insurance Trust Fund in fiscal year 1967 amounted to \$3.1 billion. Disbursements totalled \$2.6 billion. At the end of June 1967, assets of the fund amounted to \$1.3 billion.

Estimates for the next 25 years show that the hospital insurance program, taking into account the improvements enacted in the social security amendments of 1967, has a favorable actuarial balance since total income over the 25 years ahead is expected to exceed total outgo.

LABOR ROUND-UP

Michigan AFL-CIO President August Scholle was on the podium of the House of Representatives in Lansing to receive the State's annual Volunteer Leadership Award. Scholle's citation, presented by Governor George Romney, was for "leadership in state-wide humanitarian programs."

James Marlow, 64, reporter, columnist and a leader in organizing the nation's wire services into the American Newspaper Guild has died. Marlow was co-chairman of the national wire service organizing campaign in 1949 and the head of the AP wire unit here in 1960 and 1961. He had acted as chairman of the Guild's annual Heywood Brown Awards contest in 1966 and 1967.

After five years legal battle, the National Labor Relations Board has ordered Winn-Dixie, the South's leading grocery chain, to pay \$36,000 to six employees it fired in Jacksonville, Fla., for joining the Amalgamated Meat Cutters Union. The back pay awards range from \$3,100 to \$10,500.

The International Brotherhood of Electrical Workers in Springfield, Mo., has won an important organizing victory by defeating an "independent" union in the first of six votes scheduled at Zenith

Radio Corp. plants in and around Chicago. The vote at the Springfield Zenith plant was IBEW 821, No Union 554, Ind. Radionic Workers 20, Challenged 14, Void

Gerald J. Ryan resigned as president of the Uniformed Firemen's Association, and as a New York city fireman, to accept appointment as a State Mediation Board staff member. Vice President Frank A. Palumbo will serve as acting president until a successor to Ryan is elected. Ryan joined the department in 1939. He served nine years as president of Fire Fighters Local 94 and 18 years as an executive board member.

Henry J. Gunesch, 55, AFL-CIO Community Services representative with the American Red Cross for nine years, died in a Washington, D.C., hospital of cancer. Born in Sharon, Pa., Gunesch became business agent of his local union of the Electrical, Radio & Machine Workers, then was appointed to the staff of the Shenango Valley United Fund, where he pioneered in introducing the Citizens Apprenticeship program of community services. As labor liaison with the Red Cross, Gunesch worked with AFL-CIO affiliates in 11 Middle Atlantic, Upper South and New England states.

'The Hatchetmen'



Still reeling from the senseless budget slash of \$163 million imposed against it by the Administration just three months ago, the United States maritime industry faces still another threat to its survival.

The Administration is seeking further cuts in the fiscal 1969 budget to gain congressional approval for the Administration's requested ten-percent income tax boost.

As in the past, maritime has reportedly been selected as the Administration's Number One Whipping Boy in its attempt to cut government spending by \$2 billion more than the \$4 billion it originally contemplated.

Despite the fact that the aging U.S.-flag fleet has consistently provided one of the most significant contributions to the nation's struggle to equalize the ever-worsening balance of payments position, last February's slash in the maritime budget was illogically explained by the Administration as necessary to help correct the international payments deficit.

Described as "beyond comprehension" by Alaska Democrat E. L. Bartlett, chairman of the Senate's subcommittee on merchant marine, that "sad day in the history of a seafaring nation" last February has been tragically topped by a day in May during which an "unidentified spokesman" for the Transportation Department issued notice—later confirmed by Secretary Alan Boyd—of the Administration's intention to halt all federal aid to commercial shipbuilding if the \$6 billion budget cut went through.

The fact that word of the Administration's contemplated crippling blow to the U.S. merchant marine was—in the opinion of Representative Thomas Downing (D-Va.) during House Merchant Marine Committee hearings to upgrade the American-flag fleet—"deliberately leaked" to the press from within the Transportation Department comes as no surprise.

It was also made clear by Boyd's testimony this week that the Administration still wants MARAD put in the Transportation Department.

In view of the recorded facts, however, it is impossible to reconcile the Administration's continual fixation on cutting off government funds for maritime when the merchant marine provides one of the country's most available sources of needed income.

Last year the U.S.-flag fleet contributed a billion dollars to the plus side of the balance of payments ledger by carrying a mere seven percent of the nation's export-import cargoes. By upgrading the fleet and insuring proportionately higher cargo to American vessels, the balance of payments deficit could be wiped out completely within a comparatively short time, and the balance effectively improved thereafter.

However, the Administration persists in ignoring simple arithmetic. While choking the nation's commercial fleet off with budget cuts it claims are necessary, it freely subsidizes virtually every other industry in the nation—directly or indirectly.

Oil depletion allowances are granted to the fabulously-wealthy petroleum industry which also maintains a large portion of the runaway-flag fleet and deprives American workers of jobs—both aboard ships and in U.S. shipyards and factories.

As the balance of payments crisis has grown more acute, industries of all descriptions have been allowed to escape payment of vital tax dollars by establishing plants and factories outside the U.S., and tax loopholes for big business abound right here at home, while the government looks the other way.

There is not one of these government-condoned practices which the Administration can claim is beneficial to the nation's economy. Yet it continues to starve out the merchant marine—which could perhaps provide the best answer to America's annual fiscal dilemma.



NOMINATIONS AND ELECTIONS FOR UNION OFFICE

IN CONNECTION WITH THE UNION ELECTION TO BE HELD THIS YEAR, THE SEAFARERS CONSTITUTION AND ITS APPLICATION GUARANTEES SEAFARER MEMBERS:

- **The right to nominate himself for any Union office without the necessity of petitioning or obtaining endorsements from any source.**
- **The right to be a candidate for any Union office which includes the President, Executive Vice-President, Secretary-Treasurer, Vice-President in Charge of Contracts and Contract Enforcement, Vice-President in Charge of the Atlantic Coast, Vice-President in Charge of the Gulf Coast, Vice-President in Charge of the Lakes and Inland Waters, or as Headquarters Representative, Port Agent or Patrolman in any of the Union's constitutional ports.**
- **The right to hold office without any prior service as a Union officer.**
- **The right to have his credentials passed upon by an elected committee of his fellow members and by all his fellow members at membership meetings.**
- **The right to freely cast his ballot for the candidate of his choice.**
- **The right to cast an absentee ballot while employed aboard an American-flag vessel that is not scheduled to dock in a port where voting is taking place.**
- **If not a candidate for office, the right to serve as a member of the Union's Credentials Committee, Polls Committee, or Union Tallying Committee.**

Secretary-Treasurer's Report To The Membership

ADDITIONS TO VOTING PROCEDURES IN FORTHCOMING ELECTION OF OFFICERS

(Since the last membership meeting was held in Mobile in May, this report is being run in its entirety in this issue of the Seafarers Log as per the action of the membership.)

Article XIII, Section 7 of our Constitution reads as follows:

"The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union."

Therefore, in accordance with the above mentioned section, and after consulting with and being advised by counsel, it is found that additions to our voting procedures for the election of officers are required by law. Therefore, under the powers delegated to me by our Constitution in the aforementioned section, I am setting up the following additions in our balloting procedure for officers.

President's Pre-Balloting Report

Article X, Section 1, "The President-" Subsection (e) provides that the President's Pre-Balloting Report shall be submitted to the membership at the regular meeting in July of every election year. It is recommended to the membership in this connection that such Pre-Balloting Report be made both at the June and July meetings so as to give more than adequate notice to any prospective nominee for office.

Provision for Nomination by Others

Article XIII, Section 1, "Nominations," provides for self-nomination to office. In order to square any am-

biguity as to the meaning of this section, it is recommended that a member may place his name in nomination or have his name placed in nomination by any other member, and, further, that in either event, such member nominated must comply with the provisions of the Constitution, as they are set forth, relating to the submission of credentials. This change is an amplification of the existing provisions of the Constitution and should not be construed to be an alteration of same.

Absentee Ballot

Article XIII, Sections 3 and 4, "Balloting Procedures" and "Polls Committee," of the Constitution, provide that balloting shall be manual in nature. It is now recommended that the following absentee ballot procedure be presented to the membership upon advice of counsel as an amplification of such provisions.

Full book members may request an absentee ballot under the following circumstances only. While such member is employed on an American-flag merchant vessel, which vessel's schedule does not provide for it to touch a port in which voting is to take place during the voting period provided in Article XIII, Section 3 (g) of our Constitution. In that event, the member shall make a request for an absentee ballot by Registered or Certified Mail, or the equivalent mailing device at the location from which such request is made, if such be the case. Such request must contain a designation as to the address to which such member wishes his absentee ballot returned. Such request shall be received no later than 12:00 PM on the fifteenth day of November of the election year and shall be directed to the Secretary-Treasurer at 675 Fourth Avenue, Brooklyn, New York, 11232. Upon receipt of

such request, the procedures as established in Article XIII, Section 3 (d) of our Constitution, shall not apply.

The Secretary-Treasurer shall be responsible for determining whether such member is a member in good standing, and, further, whether such member has, in fact, voted previously. He shall send the processed ballot by Registered Mail-Return Receipt Requested to the address designated by such member in his absentee ballot request. The Secretary-Treasurer shall send to such member with his ballot, instructions for returning the ballot, which instructions must be complied with exactly. The Secretary-Treasurer shall further maintain a record showing the name, book number of the member, his ballot number and the date on which such ballot was sent, which information shall be turned over to the Union Tallying Committee, when elected, in accordance with Article XIII, Section 5 (c) of the Constitution. The member, after voting, shall return his absentee ballot by Registered or Certified Mail, or the equivalent mailing device at the location from which such absentee ballot is returned, if such be the case, to the depository named in the President's Pre-Balloting Report.

These absentee ballots must be post-marked prior to midnight of December 31, 1968, and must be received by the depository named in the President's Pre-Balloting Report, prior to January 10, 1969, regardless of when post-marked, for them to be counted as eligible votes. Such ballots will be maintained separately by such depository and shall then be turned over to the Union Tallying Committee, as provided in Section 5 (d) of Article XIII, of the Constitution.

Secretary-Treasurer's Report to the Membership (Continued)

Committee Procedure

If during balloting at any location, a procedural error in casting a ballot occurs, e.g. a member having previously voted or ineligible to vote, casts a ballot, then the ballots contained in that ballot envelope shall be set aside. If the amount of

such ballots are not determinative of the election of any office they shall not be counted. If the amount of such ballots would be determinative of the election of any office or offices, then the eligible members whose ballots were not counted shall be afforded a second opportunity to

vote only for such office or offices as to which such ballots were determinative. The procedures for such second opportunity shall be in accordance with the constitutional provisions for special vote for office and in accordance with applicable law.

Text of President's Pre-Balloting Report

(As per the action of the Secretary-Treasurer in his report at the May membership meeting, this report will be voted on by the membership at the June-July meetings.)

May 21, 1968

The following Pre-Balloting report, is submitted in advance of this year's Union election in accordance with the requirement of the S.I.U. of N.A.—A.G.L.I.W. District Constitution, and the additions to the voting procedures as recommended by the Secretary-Treasurer in his report to the membership at the May membership meetings in all ports.

President's Pre-Balloting Report

Under the Constitution of our Union, the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, Article X, Section 1 (e), the President shall submit a Pre-Balloting report at the regular meeting in July of every election year. The Constitution of our Union also calls for seven (7) Constitutional Ports of the Union, which are: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit.

As your President, in consultation along with members of the Executive Board of the Union, a careful appraisal has been made as to what we feel will be the needs of the Organization in all the Constitutional Ports, including the Port

of New York and Headquarters, for the coming term of office of the officers and other elected representatives of our Union. Since the Constitution provides for seven (7) Constitutional Ports it was felt that it was advisable to place on the ballot the elective jobs of those Ports. Where necessary, the personnel for other than the Constitutional Ports may be assigned as needed from those Constitutional Ports, where possible. As the membership is aware, it is necessary for the Union to keep abreast of the changes in the shifting of the job requirements of the companies with whom we have contracts, as well as being prepared to meet the opportunities for expansion through the means of organizing. This will enable the Union to maintain maximum services to the membership, and to meet the needs of the organization resulting from the changing character of the industry.

As a result of the foregoing, it is the recommendation of your President, in this, the Pre-Balloting report, required under Article X, Section 1 (e) of our Constitution, that the following offices be placed on the next referendum ballot of the Union for the election of the officers and other elected representatives of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District.

HEADQUARTERS

- 1 President
- 1 Executive Vice-President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the Lakes and Inland Waters
- 3 Headquarters Representatives

NEW YORK

- 1 Agent
- 10 Joint Patrolmen

PHILADELPHIA

- 1 Agent
- 2 Joint Patrolmen

BALTIMORE

- 1 Agent
- 4 Joint Patrolmen

MOBILE

- 1 Agent
- 4 Joint Patrolmen

NEW ORLEANS

- 1 Agent
- 4 Joint Patrolmen

HOUSTON

- 1 Agent
- 4 Joint Patrolmen

DETROIT

- 1 Agent

Your President also recommends, pursuant to Article X, Section 1 (e)

(Continued on page 10)

Text of President's Pre-Balloting Report

(Continued from page 9)

and Article III, Section 4 (e) of the Union's Constitution, the depository to which the Polls Committees shall deliver, or mail, by certified or registered mail, the ballots after the close of each day's voting on the coming Union election, be as follows:

Mr. Herbert Bacher
Executive Vice-President
The Royal National Bank of
New York
1212 Avenue of the Americas
New York, New York 10036

It will be the function of the depository to receive all the envelopes delivered, or mailed in, as aforesaid, to safeguard them properly, in the Bank, and to surrender them only to the duly authorized Union Tallying Committee in accordance with Article XIII, Section 5 (d), of our Union Constitution, on or about the first business day in January 1969. Proof of authorization shall be a certification by the Secretary-Treasurer of the Union, Al Kerr. The Union Tallying Committee shall be authorized to sign a receipt

for the said envelopes. The depository shall be requested to certify that all the envelopes received by the depository have been properly safeguarded, have been surrendered only to the said Tallying Committee, and that no one, other than appropriate bank personnel have had access to them.

The Polls Committee is especially urged to insure that whether delivered or mailed, the envelopes are properly addressed, properly stamped if mailed, and certified as per the Constitution.

It is the further recommendation of your President that, in addition to the regular Constitutional requirements, each candidate for office be requested to furnish a regulation passport picture of recent taking as well as a statement of not more than one-hundred (100) words, giving a brief summary of his Union record and activities, such picture and statement to be run in the Seafarers Log just prior to the commencement of voting. This is to be done in accordance with previous membership action to familiarize the membership with the

names, faces and records of all candidates for office.

As provided for in Article XIII, Section 1, nominations open on July 15th, 1968 and close August 15th, 1968. All documents required for eligibility of candidates for Union office must reach Headquarters no earlier than July 15th, 1968 and no later than August 15th, 1968. Your President wishes to point out that this Pre-Balloting report provides for one of the largest number of elective posts to be placed on the ballot since the inception of the Union. It is strongly recommended that the maximum number of qualified members, who feel they can be of assistance to the Union in an official capacity, should submit their credentials. In this connection, the membership is reminded that the Secretary-Treasurer, Al Kerr, is available to assist them in properly filing their credentials for nomination to Union office, if they desire such assistance.

**Fraternally submitted,
Paul Hall
President**

Seafarer members are entitled to run for the following offices:

President
Executive Vice-President
Secretary-Treasurer
Vice-President in Charge of Contracts and Contract Enforcement
Vice-President In Charge of the Atlantic Coast
Vice-President in Charge of the Gulf Coast
Vice-President In Charge of the Lakes and Inland Waters
Headquarters Representative
Port Agent
Patrolman

Praises Labor For Vietnam Aid

To the Editor:
The AFL-CIO's creation of the Asian-American Free Labor Institute last month immediately showed an active and welcome spirit of brotherhood when it launched the person-to-person drive to aid victims of the Viet Cong's Lunar New Year attack in South Vietnam. The \$35,000 aid program clearly and unmistakably demonstrates labor's true make-up—a widely diversified group of individual people who work together for their fellow man, whichever he may be, when the chips are down.

The additional \$10,000 granted to CARE by the AFL-CIO further demonstrates this fact, especially since that sum was offered for more long-range continued relief from the Tet offensive, after things had cooled down a bit.

I think that with evidence such as this, we can't help but be proud of our American labor movement.

Sincerely,
Vincent Grombutt

LETTERS To The Editor

Seafarer's Widow Expresses Thanks

To the Editor:
I would like to express my thanks and appreciation to the Captain and crew of the Manhattan; Michael Ferranti of the Manhattan Tankers Company of New York; A. R. Giangrossi, Jr., of the Dalton Steamship Corp. of New Orleans and the SIU of New Orleans for the beautiful floral offering.

In addition, I would like to thank them for the many kind deeds shown to me since the sudden death of my husband Preston Smith aboard the Manhattan. May God bless each and every one of them.

Sincerely,
Mrs. Preston Smith
Bridge City, La.

Sees Old Slogan With New Meaning

To the Editor:
This may sound trite, but I think it's time to dust off that old saying: "Now is the time for all good men to come to the aid of their country."

The mounting explosiveness in race relations is no longer something that can be just the subject of endless debate. No American can any longer afford to look away and pretend that everything will work itself out, or that those millions of Americans struggling for human dignity are just "trouble-makers" or "dupes." The fact of massive poverty is real. The fact of racist oppression is real. And the fact that too few of us have done much to correct this ugly situation is also real.

President Johnson and the Congress must be lauded for the new Civil Rights Law, but the recent cutbacks on desperately-needed anti-poverty

programs are both cruel and dangerous. While the rights-legislation attempts to assure all minority groups—including the forgotten American Indian and, indeed, all Americans—of just and equal protection under the law, this is not enough.

While these laws open the same doors to all citizens, perhaps 20 percent of those citizens can never reach those doors to pass through them. They are fought back along every aching step of the way by poverty, poor education, lack of job skills, and all the other demons of long-standing deprivation.

The country's labor organizations now are rallying their energies more directly than ever before to this same battle. Labor has the power to do this, to change the complexion of American life, and to see that civil rights are denied no one. As labor unionists, each of us must join in that endeavor.

In addition, we should also give our support to those who believe that full application of individual liberties must—and will—come about, not through violence, but through rights-laws, anti-poverty programs, better educational systems, and perhaps most important, understanding.

Finally, now that the primaries are upon us and national elections are just around the corner, this is the time to make sure that reactionaries and racists are given absolutely no chance to drag this country down. They must be resoundingly defeated at the polls.

If we fail to act, now, to provide all of our fellow citizens with the full rights that we ourselves enjoy, then we are surely shirking our duty as Americans.

Sincerely,
Stanley Bergman

Praises Respect Accorded Brother

To the Editor:
I am writing in reference to your article "SIU Honors Rescuers of Panoceanic Faith Survivors" in the April 12, 1968, issue of the SEAFARERS LOG.

I thought you might be interested to know that through our Congressman, the Honorable William F. Nichols, (D-Ala.) I was able to get a letter of appreciation for the recovery and dignified handling of my brother, Henry O. Limbaugh's body, to the Soviet Embassy in Washington. Mr. Nichols was kind enough to send me a copy of a letter he received from Secretary Mikalov of the Embassy Staff, stating that my message would be relayed to Captain Zherenko and the crew of the S. S. Orekhov.

I wish there was some way I could let the five men who survived know that I thank God they were saved and ask His blessing on them and their families. Sailing was my brother's life for over 20 years and "Men who go down to the sea in ships" will always have a special meaning to me.

kindest regards,
Mrs. Mary F. Limbaugh Luker
Talladega, Ala.

'Brotherhood of the Sea' Typified By Tribute to Departed Seafarer

"I am now in my twentieth year at sea and I thought I had seen everything, but not until this day, April 11, 1968, did I see the true meaning of the 'Brotherhood of the Sea,'" William Royes, who shipped in the steward department of the Steel Surveyor (Isthmian), wrote recently from Karachi, Pakistan.

Brother Royes was talking about the funeral at sea, conducted by his shipmates, for Brother Elroy O. Roddy, who passed away following a heart attack in April despite all possible efforts by Seafarers and officers to save his life.

"Brother Roddy was a popular shipmate, known to all of us as 'High Pockets,' and we miss him very much," Royes wrote.

The sincere emotion expressed by his shipmates attested not only to Brother Roddy's popularity among the crew, but exemplified "Brotherhood," Seafarer Royes wrote.

"The Steel Surveyor was at anchor outside the harbor of Madras, India, after 38 days at sea," he recalled. "There we lay for ten days awaiting a berth, waiting for the pilot to take us to the dock, when real tragedy struck us. Brother Roddy, 40 years old, had a sudden, violent heart attack." Placed in the ship's hospital, just across from the room occupied by Brother Royes, he was "under the constant attention of Captain Levi F. Williams and Chief Mate Richard C. Hasbrouck."

"Wanted to Get Up"
His condition seemed to improve somewhat and he even "wanted to get up and take a shower," Royes said. "But then, he suddenly took a turn for the worse. I heard Thomas Hodges, AB, call for someone to get the Captain. Captain Williams and Chief Mate Hasbrouck came in a hurry."

The two officers, joined by Hodges, were "working desperately" over the stricken Seafarer.

Brother Hodges gave mouth-to-mouth resuscitation, while the chief mate went for an oxygen breathing apparatus.

For awhile, Brother Roddy seemed to come around—breathing again as oxygen was administered. After a short while, however, breathing stopped again. Mouth-to-mouth resuscitation was resumed, but to no avail.

Efforts Continued

Artificial respiration was tried. One Seafarer would administer the respiration, then be relieved by a shipmate. First Henry T. Gaines, chief electrician would take his turn, then Brother Hodges. Willie Barron, second electrician; ABs Felix Bonefont and Nicholas Caputo then took their turn—all working for about 2½ hours until a doctor could be brought aboard. Then, the tragic moment. Brother Roddy was pronounced dead. Nothing more could be done.

"He was a happy-go-lucky guy and nothing ever seemed to bother him," wrote Brother Royes. "He was tall and husky, weighing 200 pounds and all muscle. A few hours after the doctor's pronouncement, we were taken into the dock and Brother Roddy was removed from the ship and taken ashore." Captain Williams, along with Seafarers Hodges, Barron and Gaines, had a "special teak-wood casket, with brass trimmings, custom made, for the Indian caskets were too small for Brother Roddy."

"The day before the ship sailed for Bombay, the casket was brought aboard and Captain Williams climbed down into the hatch to personally supervise its placement. Any man sailing under this Captain will do well to remember his name. I have come to know him as a real warm human being, a real man. What he

did for Roddy, allows me to say this in all honesty."

Three days out at sea, a notice on the mess hall bulletin board announced that a service was to be held at 1300. "All hands wishing to attend shall be clean shaven and well dressed," it said. All hands, except those on watch below, attended. The vessel was "just south of the southern tip of India, about 125 miles out."

The casket was brought up on the port side of the boat deck, which was well scrubbed. The flag was draped over the casket and it remained in state for 45 minutes after being lowered to the main deck and placed on a stand. A wreath, purchased by the crew, was placed alongside. All eyes were now on the Captain, in full dress whites.

Captain Williams ordered the ship stopped, Royes continued. "Within moments this great ship lies still on the water. All is silent, with the exception of the waters washing against the sides of the vessel. The Captain raised his hand in signal and Third Mate Svend Damhave, who was on the bridge, relayed the signal, via walkie talkie radio, to AB Frankie Kitchner, on the ship's bell. The bell began to toll—slowly and evenly paced, as it does in a little country church on a quiet Sunday morning—until the Captain gave another signal and the bell stopped."

As the Captain approached the casket, the men made way for him, complete silence still prevailing over the saddened ship.

Solemn Tribute

"Some heads are bowed, some men are looking vacantly out at sea, some watching the Captain, but no matter what, all hearts are heavy." The Captain then read from the bible, including the line: "And the sea gave up the dead which were in it." At the conclusion, he read the poem by Alfred Tennyson, "Crossing the Bar."

The entire crew then watched silently as "four men came forward to slide the casket gently into the waters below." On the casket was the inscription: "May this sea, which God has made, receive this body which God has made, and may his soul find everlasting peace." The wreath followed the casket into the sea, and as the service ended, all hands stood at the rail as the wreath floated astern of the ship.

The Steel Surveyor then made three vast circles, ever so slowly, around the wreath, leaving a green wake behind. The men returned to their regular duties with heavy hearts and the ship then proceeded on course to Bombay.

"I am glad that Roddy's family decided on burial at sea, Royes letter concluded. If they could have seen all this, they would have been mighty proud; they would have known what it took me twenty years to fully understand about "The Brotherhood of the Sea."

SIU ARRIVALS

Timothy Jarvis, born March 6, 1968, to Seafarer and Mrs. Gary J. Jarvis, Houston, Texas.

Marie Ruiz, born February 29, 1968, to Seafarer and Mrs. Alejandro Ruiz, Bayamon, Puerto Rico.

Curtis Ralph Bullock, born February 18, 1968, to Seafarer and Mrs. Perry L. Bullock, Texas City, Texas.

Tammy Sue Saxon, born January 18, 1968, to Seafarer and Mrs. Ronald E. Saxon, Mobile, Ala.

Daniel Wales, born February 13, 1968, to Seafarer and Mrs. Will Wales, Nederland, Texas.

Brenda Elizabeth Troxclair, born March 11, 1968, to Seafarer and Mrs. Calvin J. Troxclair, New Orleans, La.

Richard Allen Edson and Bobby Lee Edson, born December 19, 1967, to Seafarer and Mrs. James W. Edson, Tampa, Florida.

Priscilla Ferguson, born April 3, 1968, to Seafarer and Mrs. Thomas B. Ferguson, Dryden, Va.

Kimberly Marie Menkavitch, born September 11, 1967, to Seafarer and Mrs. Anthony J. Menkavitch, Wilkes Barre, Pa.

Lindsey Lee Rhodes, Jr., born March 28, 1968, to Seafarer and Mrs. Lindsey Lee Rhodes, Chesapeake, Va.

Linnea Diane, born March 2, 1968, to Seafarer and Mrs. Harvey Cazallis, Highland, Indiana.

Lisa Roberta Warren, born March 21, 1968, to Seafarer and Mrs. Edward Warren, Springfield Gardens, N. Y.

From the Ships at Sea

Ship's delegate **John Dunne** reports from the *Transglobe* (Hudson Waterways) that two Seafarers had a close call in Vietnam recently. **William Wilcox**, oiler, and **Barney McNally**, baker, were returning to the ship when the Viet Cong and G.I.'s suddenly opened fire at each other. "These two old salts were in the midst of the barrage," writes Brother Dunne. Each man claimed the other made tracks faster, he says. Brother McNally said he sought cover "under the mattress in a shack off the street" and found Brother Wilcox already there, "protecting a little Vietnamese child." Wilcox, however, said McNally was already there before him. Another Seafarer, **Dave Fletcher**, saloon pantryman, had his problems in Thailand. Riding in a taxi, he grabbed some shuteye not knowing that the driver was mistakenly taking him to Bangkok, some 50 miles away. "Fletcher had to pay \$25 in cab fare to see Bangkok from a taxi window," Dunne wrote.



Dunne

"This ship made two trips to Chile and all hands enjoyed the stay in Valparaiso and Concepcion," Meeting Chairman **Fred Dougherty** writes from the *Penn Vanguard* (Penn Shipping). Brother Dougherty wrote that "the Chileans were very friendly toward us." In addition "good beer was only five cents a bottle." The steward department, under steward **Robert Perras**, received a vote of thanks. Brother Perras did a fine job maintaining a clean ship. Ship's delegate **John Benitez** reported that a motion was made by "Red" Galloway that all repair lists and motions be posted on the crew bulletin board. The motion, seconded by Charles Mann, was carried by the Seafarers. Some disputed overtime in the engine department and no beefs, Benitez reports.



Perras

Meeting Chairman **C. A. (Red) Hancock** reports from the *Del Santos* (Delta) that a motion was made that all inoculation shots be given in the United States and not in foreign countries, whenever possible. **Lee Snodgrass**, meeting secretary, wrote that the steward department gave a vote of thanks to the men on deck watch for the extra-special job they did in keeping the pantry and messroom clean. Ship's delegate **Dominick DiMaio** wrote that there was some disputed overtime in the steward and deck departments. **Charles Ussin**, night cook and baker, left the ship due to an injury, Brother DiMaio reports.



Hancock

Meeting Secretary **Z. A. Markis** reports from the *Penn Exporter* (Penn Shipping Co.) that **Francis Pastroano** has resigned as ship's delegate "so that someone else can take over this trip." His replacement is **Charles Moore**. **Fred Cooper**, meeting chairman, wrote that all repairs were made and everything else is going smoothly. The steward department has been complimented for "the fine food they are putting out," writes Moore. No beefs or disputed overtime as the vessel leaves Casablanca for its return to the Gulf area.



Markis

Meeting Chairman **William Rudd** writes from the *Jasmina* (Management and Shipping Transport, Inc.) that the crew thanks the Captain for his "good judgement," in putting a sick seaman off in Singapore. **Bosun Jack Geller** received prompt medical attention and the Seafarers wish him a speedy recovery, Brother Rudd writes. **Peter Sheridan**, meeting secretary, wrote that the ship will probably visit the Hong Kong shipyard in June. Plans are underway for an additional refrigerator and a larger air conditioner for the crew mess-hall, Brother Sheridan reports. The ship will call on ports in the Persian Gulf prior to the Hong Kong payoff.



Rudd

Ship's delegate **Charlie Scott** reports that Seafarers on the *American Victory* (Hudson Waterways) find it "impossible to lose pounds on this ship because of the menu and excellent steward department." **William Seidenstricker**, meeting secretary had to leave the ship. **Orville Miller, Jr.**, of the deck department, had illness in the family while **Edward Keesee** was hospitalized in Belgium. Donations for these men by the Seafarers and officers totaled \$125.15, Seidenstricker reported. Department delegates said there were no beefs.



Seidenstricker

The *Mount Vernon Victory* (Victory Carriers), underwent some repairs and a cleaning-up in the Singapore shipyard. Meeting Secretary **Harvey Trawick** writes. There were "plenty of draws" for the Seafarers during the five days the vessel was there, ship's delegate **George Byoff** reports. According to Byoff, "everything is running smoothly and the ship expects to pay off after a few more brief trips." The ship is "in fine shape for the new crew," **Alexander Brodie**, meeting chairman, writes. Brother Brodie reports that the steward department has done a fine job for him. Brodie replaced **Charlie White** as steward when the latter had to leave the ship in Subic Bay due to illness.



Byoff

Meeting Secretary **Z. A. Markis** reports from the *Penn Exporter* (Penn Shipping Co.) that **Francis Pastroano** has resigned as ship's delegate "so that someone else can take over this trip." His replacement is **Charles Moore**. **Fred Cooper**, meeting chairman, wrote that all repairs were made and everything else is going smoothly. The steward department has been complimented for "the fine food they are putting out," writes Moore. No beefs or disputed overtime as the vessel leaves Casablanca for its return to the Gulf area.

DIGEST of SIU SHIP MEETINGS

STEEL AGE (Isthmian), April 7—Chairman, J. M. Duffy; Secretary, F. T. Motus. \$6.05 in ship's fund. No beefs were reported by department delegates.

TAMARA GULDEN (Transport Commercial), April 13—Chairman, Edward Rogg; Secretary, Darrell G. Chafin. Vote of thanks was extended to the ship's delegate, Brother E. Rogg, for a job well done. \$464.00 in movie fund and \$1.85 in ship's fund. Some disputed OT in each department to be taken up with patrolman.

ALCOA TRADER (Alcoa), April 13—Chairman, T. H. Spiers; Secretary, Harold Robinson. Brother C. White was elected to serve as new ship's delegate. Discussion held on pension plan. Everything is running smoothly in deck and engine departments. Few minor disputes in steward department.

LONG LINES (Isthmian), April 23—Chairman, R. Grant; Secretary, Wm. Cameron. No beefs were reported by department delegates. Several motions were submitted to headquarters.

DEL MONTE (Delta), March 20—Chairman, L. Blanchard; Secretary, Pat Ragna. Brother Peter Gonzalez was elected to serve as ship's delegate. No beefs were reported by department delegates.

AMERICAN VICTORY (Hudson Waterways), April 23—Chairman, Charlie T. Scott; Secretary, William Seidenstricker. Brother Charlie T. Scott was elected to serve as ship's delegate. One crewmember was hospitalized at Zeebrugge, Belgium. Another crewmember paid off under mutual consent at Rotterdam due to illness in family. Personal donations from officers and fellow brothers amounted to \$125.15. No beefs were reported by department delegates. Discussion held on retirement eligibility. Vote of thanks to the entire steward department for the excellent food and service.

WESTERN PLANET (Western Agency), May 11—Chairman, Ralph C. Mills; Secretary, E. S. Newhall. No beefs were reported by department delegates. More fans should be put aboard ship as soon as possible. Vote of thanks to the crewmembers for their patience in coping with the shortage of glasses, silver and crockery, which will be put aboard ship along with stores upon arrival in Singapore. Vote of thanks was extended to the steward department.

ALCOA VOYAGER (Alcoa), May 4—Chairman, M. P. Cox; Secretary, G. Debaere. Brother W. Manthey was elected to serve as ship's delegate. Vote of thanks was extended to out-going ship's delegate for a job well done. \$109.05 in ship's fund. No beefs were reported. Vote of thanks was extended to the steward department for a job well done.

CUBA VICTORY (Alcoa), April 21—Chairman, S. A. Holden; Secretary, Joseph P. R. Scovel. Department delegates reported that there is no disputed OT and that everything is running smoothly. Motion was made regarding the possibility of getting patrolman from Japan to come aboard ship and straighten out the problems, as was reported by the ship's delegate when the vessel arrived at Subic Bay, Philippine Islands.

SIU Lifeboat Class No. 197 Sets Sail



These men have received a lifeboat ticket from the Coast Guard after attending the SIU's Harry Lundeberg School of Seamanship. Kneeling are Manuel Castell (left) and Vicente Lugo. Seated in front, L to R: Russell Caruthers, Robert Fletcher, Brian McAuliffe, Lexlord Roulhac. In the back: Senior instructor Paul McGaharn, Ken Kuhn, Archibald Nelson, George Fries and James Shafer.

Seatrain Carolina Helps Army Move Troops to Battle Zone

The *Seatrain Carolina* (Seatrain) recently played an important role in a Vietnam military operation when it was called upon to deliver a battalion of U. S. soldiers as close as possible to fighting near the Demilitarized Zone, Seafarer **John Denais** reported to the LOG.

"The ship took some 800 troops on a run to Danang," Denais, who sails in the steward department, said. "This was the largest single troop movement by an SIU ship since the war started. The soldiers were members of the 14th Combat Engineers Battalion. The *Seatrain Carolina* took them from Cam Ranh Bay with a stop at the village of My Thuy. The men later went into action in the area of the DMZ."

"In February of this year, Captain Bass notified the crew that we were going to shuttle a whole battalion of army personnel to the DMZ," Denais wrote. "The army decided it would be safer than sending them by road, where they would be exposed to constant sniper fire by the Viet Cong."

"It took three days to load the troops, plus their trucks and other equipment. They had been stationed in some small village which was continually attacked by the Viet Cong," Denais continued. "Our chief engineer built a ramp to roll the trucks and equipment aboard."

100 Stayed Behind

We would have had another 100 soldiers on the ship, but the army left them behind to guard a nearby village. Those who came with us were so glad to get away from that village."

The company doctor and chaplain were aboard and their commander, Colonel Lewis, "was a fine gentleman." He told Brother Denais "to tell the LOG what a fine job the crew did." The steward **Tom Rainey**, went out of his way to provide hot meals for the men. "We believe we became the first SIU ship to get so close to

the front line," the Seafarer added.

For entertainment, the ship's television was able to get Hanoi which broadcast "mostly musical programs."

Watched 'Invasion'

The Seafarers were able to watch the troops going into the "invasion" area from the anchorage ashore. The soldiers, Brother Denais said, had to fill "300,000 sacks for sandbags to protect themselves from enemy fire."

While unloading military cargo, the soldiers and seamen had some unexpected visitors. "A large number of four-foot-long, yellow snakes came around the ship."

Colonel Lewis "put in a good report to Washington about the SIU and how they helped get the men to the line," Denais said.

Keep Up to Date On Welfare Rules

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

- Claims must be filed within 60 days after discharge from the hospital to be eligible for in-patient benefits.

- Claims must be filed within 60 days after beginning of disability to be eligible for out-patient benefits.

- Persons entitled to, or receiving, pensions other than from the Government, are not eligible for the disability benefit, except at the discretion of the trustees.

- To expedite the payment of claims on dependents, it is advisable that Seafarers record marriage and birth certificates, as well as status changes, with the SIU for ready reference.

FINAL DEPARTURES

Jeff Davis, 60: Brother Davis died on April 15 in the USPHS Hospital, Baltimore. An FOWT, he joined the SIU in 1945 in the port of New York. At the time of death, he was on an SIU pension. Brother Davis was born in Arkansas and lived in Baltimore. He was a member of the Army from 1927 to 1929. His last ship was the Raphael Semmes. The burial was in Baltimore National Cemetery.

Michael Miller, 28: Brother Miller died on January 31, in Saigon, Vietnam. At the time of his death, he was in the deck department of the Columbia Banker. A native of Seattle, he made his home in that city. Brother Miller joined the SIU in Wilmington, Calif., in 1964. His previous ship was the Steel Apprentice. He was in the Army from 1956 to 1958. Surviving are his parents, Mr. and Mrs. Carl Miller of Seattle. The body was returned to Seattle for burial in the Holy Rood Cemetery.

Bothwell Blanchard, 60: Brother Blanchard died on March 18, in Eunice, Louisiana. Death was caused by a lung ailment. He was a member of the deck department and joined the SIU in the port of New York. A native of Florida, he lived in Eunice. From 1927 to 1941, he served in the Navy.

Gear Being Held

Western Agency Inc., has advised headquarters that the following Seafarers have not claimed their gear, which was landed by the Western Clipper in Long Beach, California, September 4, 1967 at Pier C, Berth 21, in care of Western Agency's Agents, the Transmarine Navigation Corporation.

J. W. Ringo, James Garganious, J. McClelland, Arthur Turner, C. L. Dumas, T. H. Melner, Newton Melnerth, Jim Cole, M. M. Larsen, Carl Orange, Jerry Moody, David L. Wood, Earl Fritchette, J. Ratliff, Merlen Meredith and Hulsebus, Stenby and Greaker (no first names known).

It is suggested that any Seafarers named above claim their gear as quickly as possible by contacting: Mr. J. T. Moreno, Operations Assistant, Transmarine Navigation Corporation, Pier "C," Berth 21, Long Beach, California.

Brother Blanchard's last ship was the Inger. Surviving is his wife,illian Blanchard. Burial was in Springfield Gardens Cemetery, Eunice.

Clarence Anthony, 34: Brother Anthony died on January 3 in Blount Memorial Hospital, Maryville, Tennessee. He was born in Tennessee and resided in Maryville. Brother Anthony joined the SIU in the port of Chicago. He sailed as an AB. His last vessel was the Erna Elizabeth. Surviving is his mother, Mrs. Mabel Anthony, of Maryville. The burial was held in the Pecks Memorial Cemetery, Maryville.

Lawrence Robertson, 62: A coronary attack caused the death of Brother Robertson on April 25, in the USPHS Hospital in New Orleans. He was a native of Illinois and lived in Mobile. An AB, bosun and carpenter, he joined the SIU in the port of New Orleans in 1941. His last ship was the Alcoa Commander. Brother Robertson is survived by his wife, Maggie Lois. The burial was held in Pinecrest Cemetery, Mobile, Alabama.

Andrew Biagtan, 57: A heart ailment claimed the life of Brother Biagtan on May 4 in the USPHS Hospital, Baltimore. A native of the Philippine Islands, he had made his home in Baltimore. Brother Biagtan sailed as cook and baker. He joined the Union in Baltimore. From 1942 to 1946, he served in the Navy. His last ship was the Seamar. At the time of death he was on an SIU pension. Surviving is a cousin, Guillermo Robinion, of Baltimore. Burial was in Glen Haven Cemetery, Glen Burnie, Maryland.

Clarence Morgan, 67: A coronary thrombosis claimed the life of Brother Morgan on April 23, in Grove Hill, Alabama. He was born in that town and lived there at the time of death. Brother Morgan was an SIU pensioner. He sailed as pumpman, oiler and FWT. He joined the SIU in Mobile and his last vessel was the Wild Ranger. Brother Morgan is survived by his wife, Lyndal. The burial was held in Grove Hill Cemetery.

Veteran AB's Love for the Sea Still Going Strong at Age of 73

Veteran Seafarer Auslin E. Henning is still going strong at the age of 73, as an AB on the Cuba Victory (Alcoa). His fellow shipmates can attest to the fact that the years have failed to dim either his skill or love of sailing.

When Brother Henning reached his latest birthday on May 1, his shipmates gave him a birthday party, with the steward department contributing the cake. The Cuba Victory is on the Vietnam run but on May 1, cake and ale was the order for the day.

A native of the British West Indies, Brother Henning has been travelling the sea lanes for 56 years. He is a veteran of the days when "knots were produced by the wind." He has sailed with the SIU since 1947 when he joined the Union in Tampa. When asked how he felt on his birthday, Henning said that he was "fit enough for another 73 years in the SIU."

The ship's delegate, James Cochran of the steward department, stated that to those who worked with Henning on deck, "another 10 years at sea and 20 in retirement seems a sure thing."

When the crew filed into the messhall for coffee and birthday cake and to wish Brother Henning a happy birthday, they could not help but echo the sentiments expressed by Captain K. MacFarlane: "If only I could be half as good as Mr. Henning when I reach 73."

Grandfather of Nine

He has been giving some thoughts to retiring to his home in Savannah, Ga. A widower, he lives with his daughter and son-in-law, Mr. and Mrs. Jack Fricks. Brother Henning also has two sons and is the proud grandfather of nine. Upon retirement, which he still considers to be "a few years off," he will devote his time to his favorite pastime, fishing.

PERSONALS

Rudolph Cefaratti

Your Merchant Marine identification card was found in Houston, and was forwarded to your mother by mail. Please let her know where you want this sent.

Stanley Cieslak and Lang Kelly

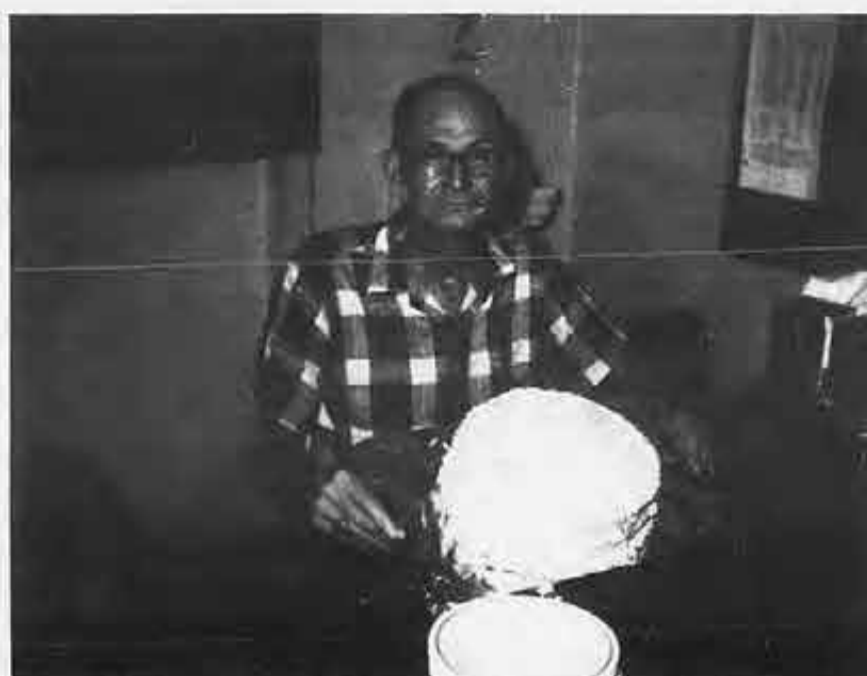
Please contact Mike Secoski, as soon as possible, at 4416 Alan Drive, Baltimore, Md. 21229.

Joseph Gooby

Please contact your wife at 268 Palmetto St., Brooklyn, N.Y. 11221, as soon as you possibly can.

Harold C. Will

It is very important that you contact Mrs. J. Shirley in regard to an urgent family matter. Please call 583-5523 or write to her at 2563 Collins Road, Fort Lauderdale, Florida.



Auslin Henning shows the birthday cake the steward department on the Cuba Victory baked for him in honor of his 73rd birthday on May 1. Brother Henning has traveled the sea lanes for 56 years.

Brother Henning has spent his entire career in the deck department. When his shipmates asked him to compare sailing now with the days when there were no unions, he said there were times "when we worked for three days and nights in a row and we didn't get paid overtime, either." Now, he points out, "the working man can expect a decent wage for his labor and can feel confident that there is always someone looking out for his interests."

Henning has had many interesting experiences at sea. He recalls one time when he was a mate aboard the two masted schooner Cayman. "We were in the middle of a hurricane," he said, "with both masts gone and the wind was whipping in at 130 miles an hour. The ship was rolling and pitching violently and I was standing by the wheel holding onto a piece of line to steady myself."

In and Out

Suddenly, the schooner was struck by a huge wave on the starboard side and he lost his

hold on the line and was washed overboard. Almost as quickly as he hit the water, he was picked up by a following wave and re-deposited back on the deck. He was in the water, only a matter of seconds.

He also recalls the time it took him three months and six days to travel from Preston, England to Norfolk, Virginia. "I was Captain aboard this vessel and there were days when a person could swim faster than this ship was moving."

Brother Henning has been described as "a good union man" by those who know him. Even in recent years he has sailed on a continuous basis. In addition, he has lent a helping hand whenever the union needed it. Always a conscientious seaman, Brother Henning received an SIU personal safety award in recognition of his part in keeping the Raphael Semmes an accident-free ship during the second half of 1960.

One of his two sons, Robert, also sails in the deck department on SIU ships.

Sign-on In Subic Bay



Walter Nash (left) signs his articles prior to a voyage of the Thetis (Admantos), from Subic Bay in the Philippines. Putting his signature on the articles is Don Bean, vice consul in Manila. Brother Nash sailed as bosun and joined the SIU in 1944.

CENTERVILLE (Kings Point Mar- ners), February 25—Chairman, E. L. Odom; Secretary, E. J. Riviere, Few hours disputed OT in engine department, otherwise everything is running smoothly with no beefs. Brother Jack Peralta was elected to serve as new ship's de- legate.

MT. VERNON VICTORY (Victory Carriers), April 15—Chairman Alexander Brodie; Secretary, Harvey Trawick. Ship's delegate reported that every- thing is running smoothly. Vote of thanks was extended to the steward de- partment, the new steward, Brother Alexander Brodie, relieving steward, Brother Charlie White, and to the chief bosun's mate, Brother Harvey Trawick.

SEATRIN TEXAS (Seatrains), April 3—Chairman, A. L. Dawson; Secretary, R. O. Masters. Brother George Quinolnes was elected to serve as ship's delegate. \$5.52. No beefs and no disputed OT re- ported by department delegates.

PENN EXPORTER (Penn Shipping), April 12—Chairman, Fred C. Cooper; Secretary, Z. A. Markris. Brother Charles P. Moore was elected to serve as new ship's delegate. Vote of thanks was ex- tended to the steward department for a job well done. All repairs were taken care of. Everything is running smoothly.

MALDEN VICTORY (Alcoa), April 20 —Chairman, Samuel L. Gibson; Secretary Michael Haukland. Ship's delegate re- ported that some of the repairs were taken care of. There is some disputed OT in all departments.

STEEL ROVER (Isthmian), March 24 —Chairman, P. S. Holt; Secretary, D. Convey. Brother D. Convey was elected to serve as ship's delegate. \$34.01 in ship's fund. No beefs were reported.

MANHATTAN (Hudson Waterways), April 14—Chairman, Karl Hellman; Sec- retary, Thomas Bolton. Motion was made that at the next contract negotiations, the Union ask for standard money draws in foreign ports. Vote of thanks was ex- tended to the steward department for the good food and service.

DEL CAMPO (Delta), March 17— Chairman, T. J. Radish; Secretary, H. J. "Smoky" Schreiner. Everything is run- ning smoothly in all departments. Brother J. H. Bales was elected to serve as ship's delegate. Discussion about retirement plan.

DEL NORTE (Delta), March 24— Chairman, Justin T. Wolff; Secretary, Wm. P. Kaiser. Brother William E. Ekins was elected to serve as ship's delegate. No beefs were reported and everything is running smoothly.

OCEANIC TIDE (Admiralty Marine), April 14—Chairman, E. Klopp; Secretary,

DIGEST of SIU SHIP MEETINGS

Frank Kustura, \$10.00 in ship's fund. Two men short in deck and steward de- partment.

VANTAGE PROGRESS (Pioneer Mari- time), April 14—Chairman, James M. El- well; Secretary, Jimmie Bartlett. Brother James G. Keavney was elected to serve as new ship's delegate. \$28.50 in ship's fund. The bosun extended a vote of thanks to the steward department.

OVERSEAS ANNA (Maritime Over- seas), April 27—Chairman, Benjamin Jarrett; Secretary, Bill Padgett. Brother Benjamin Jarrett was elected to serve as ship's delegate. Crewmembers were re- quested to keep unauthorized persons out of the galley, and shore-side personnel out of the night lunch.

DEL SANTOS (Delta), April 14—Chair- man, G. A. "Red" Hancock; Secretary, Lee Snodgrass. Some disputed OT in deck and steward department to be taken up with boarding patrolman. New washing machine needed for the crew. Motion was made that all deck department quarters be painted, since some have not been painted since July of 1964. Motion was made that all shots should be given to the unlicensed personnel in the States, when possible, and not in foreign coun- tries. Vote of thanks was extended to the steward department. Vote of thanks to the men on the deck watches from the steward department for keeping the pantry and messroom clean.

TRANSYORK (Hudson Waterways), April 28—Chairman, Paul L. Whitlow; Secretary, Gordon Pillow. Some disputed OT in engine department. It was suggested that the crew bear along with the chief cook, as he was left in a lurch for supplies due to the steward's blunder in Okinawa.

CANTON VICTORY (Columbia), May 5—Chairman, None; Secretary, Jesse J. Greer, Jr. Crew requests that a new li- brary be put aboard. Disputed OT in deck department to be taken up with patrolman.

OVERSEAS EDGAR (Maritime Over- seas), April 28—Chairman, C. J. Quinnt; Secretary, Richard Steward. It was sug- gested that the messhalls be aircondi- tioned as soon as possible. No beefs and no disputed OT.

WILD RANGER (Waterman), May 6— Chairman, William F. Simmons; Secre- tary, Henry A. DuHadaway. Ship's de- legate reported that the disputed OT in the deck and engine departments will be turned over to the patrolman to be squared away. \$7.00 in ship's fund. Vote of thanks to the baker for a job well done.



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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 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 constitu- tional 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.

Schedule of Membership Meetings

Table listing SIU-AGLIWD Meetings for New Orleans, Mobile, Wilmington, San Francisco, Seattle, New York, Philadelphia, Baltimore, Detroit, Houston, United Industrial Workers, Great Lakes SIU Meetings, Great Lakes Tug and Dredge Region, SIU Inland Boatmen's Union, and Railway Marine Region.

DIRECTORY of UNION HALLS

Table listing SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers, including President Paul Hall, Executive Vice President Cal Tanner, and various regional headquarters.

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 bene- fits have always been encouraged to continue their union activities, including attend- ance at membership meetings. And like all other SIU members at these Union meet- ings, they are encouraged to take an active role in all rank-and-file functions, in- cluding 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. Conse- quently, 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 in- formation, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boy- cott 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 in- volved, and will be amended from time to time.)

- List of companies to be boycotted: Sützel-Weller Distilleries, Kingsport Press, Genesco Shoe Mfg. Co., Boren Clay Products Co., Baltimore Luggage Co., etc.

- List of companies to be supported: Brothers and Sewell Suits, White Furniture Co., Gypsum Wallboard, R. J. Reynolds Tobacco Co., Comet Rice Mills Co., Pioneer Flour Mill, etc.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Louisiana Legislature convened May 13 and is to remain in session for 60 days. From all indications, this will be an important session for the working men and women of the State.

Among the legislation to be introduced are various measures which increase some taxes, others which would levy new taxes on citizens. Labor's voice must be heard in order to assure that the workers pay only their fair share of the burden and no more.

Renewed efforts by anti-labor forces are underway to push a Right-to-Work bill. Offices have been opened in Louisiana by the National Right-to-Work Committee and a full-time staff has been engaged to gain support for this bill. This is just part of the bad legislation they will try to force upon the workers of Louisiana.

They also plan to introduce bills that would take away many benefits the worker now receives through unemployment and Workmen's Compensation laws.

In addition to blocking these measures, labor must attempt to pass legislation that would improve Unemployment and Workmen's Compensation benefits, collective bargaining rights for public employees, improved industrial safety programs and legislation to improve the automobile insurance rates—an important item for working people.

We are also looking forward to legislative support for improvements in the Port of New Orleans in order to make it more competitive with other ports. Funds for these improvements are badly needed.

Sports fans are eagerly awaiting the appropriation of money necessary to build a domed stadium in New Orleans similar to the Houston Astrodome. The cost is estimated at \$100 million.

We remind all our members to write their representatives about their feelings regarding anti-labor legislation. If not registered, do so at once. We must exercise our rights at the polls to reward our friends and defeat our enemies.

Alaska to Evade Jones Act With Swedish Car Ferry

The State of Alaska has purchased a Swedish-built car ferry which is to be used exclusively between U.S. and Canadian ports on the Alaska Marine Highway System in circumvention of the Jones Act.

Republican Governor Walter J. Hickel announced that plans call for the ocean-going passenger-auto ferry to ply between Seattle, Wash., and Prince Rupert, B.C., or between Prince Rupert and Haines, Alaska, the northern terminus of the state ferry system.

By operating the ship between U.S. and Canadian ports, the state can bypass the restrictions of the federal maritime Jones Act, which prohibits shipping between American ports on foreign-flag or foreign-built vessels. If the ferry ran between Seattle and Haines it would be a violation of the law.

The vessel, the 363-foot Britanica, was bought for \$6,960,000 and will be delivered in Seattle on June 1.

New Orleans

C. P. Diltz was paid-off in Baltimore recently, after a trip on the *Robin Grey*. He's now registered here in group one and hopes to find a bosun's job on a ship going anywhere.

John Johnson took in the Ken-



Wright



Nall

tucky Derby after a spell in dry-dock. John was recently on the *Cape Kildare* and hopes to be FFD soon so he can find an electrician's job.

Clarence Cobb was in the hospital awhile, but is now FFD and looking for a ship. "Red" was last on the *Del Mar* and would like a FOWT job on a South American run.

Houston

Shipping has been very good here and all indications are that it will remain the same.

Primary elections have been held and labor scored a victory in Harris County with six out of seven candidates we endorsed for the Legislature coming out winners.

In the 22nd Congressional District, Clyde Doyal was defeated by incumbent Bob Casey. However, in the gubernatorial race, Labor-endorsed Don Yarbrough led the field of ten candidates in the primaries. He is some 40,000 votes ahead of Lieutenant Governor Preston Smith. Smith and Yarbrough will battle it out in the June 1 runoff and SIU members and their families are strongly urged to vote for Yarbrough.

Mobile

A. F. Wright is registered for a job in the deck department after a tour on tugboats. He's been shipping all deck ratings for some 20 years.

Jessie Ray Bolling had a DM job on the *Overseas Joyce*. Jessie prefers short tanker runs and will be looking for one shortly.

H. H. Johnson was on the Saigon run as chief electrician. A 20-year man, and familiar figure in the Gulf, he'll be ready to sail soon.

C. B. Ivey had a short trip as third cook on the *Duval* during a run to Chile. C. B. makes his home in Mobile.

Alton "Jack" Nall is registered in group one, steward department. He was steward on the *Alcoa Commander* for about six months. Alton prefers the shorter runs.

Floyd Crumpler spent some time on the *Keva Ideal* and is now registered in group one, engine department. Floyd lives in Mobile with his wife and kids and has sailed some 20 years.

Shipping is medium but the beach here is small. We have no ships laid-up.

U.S. Losing Nuclear Propulsion Lead To Foreign Competition, MTD Told

WASHINGTON—The United States has "frittered away" her commanding lead in nuclear propulsion, for commercial shipping, and is about to be overtaken in this field by foreign competition, Representative John M. Murphy (D-N.Y.) warned recently.

The great surge of nuclear ship activity on the parts of the West Germans, Japanese and Italians has been made possible because their respective governments are "funding the major share of development, construction and operating costs," the Congressman said.

U.S. Has 'Foundered'

Murphy told a seminar sponsored by the seven-million-member AFL-CIO Maritime Trades Department that the U.S. program of nuclear development for the merchant marine, which began in 1962 with the operation of the U.S. Savannah, has "foundered" on "opposition to government participation in building ships to be used by private industry."

By contrast, he said, "our foreign competitors rely heavily on their own governments to put their ships on the high seas and keep them there."

Murphy urged passage of pending legislation which will authorize development, construction and operation of nuclear-powered merchant ships in this country, without endangering plans for expansion of non-nuclear ship construction.

"I think we can pursue both courses—of developing a conven-

tional ship capability and a nuclear ship capability," Murphy said, reiterating his belief that America's lead in this technological area is "threatened by (a) most formidable challenge from our foreign counterparts."

Representative Fernard J. St. Germain (D-R.I.) told the seminar that although the United States had pioneered in containerized shipping, foreign competition is "capitalizing on it."

He charged that, because this country has not moved its maritime technology "from the drawing board to the point of production," containerization constitutes "nothing more than a threat to the livelihood of American longshoremen and sailors."

By contrast, St. Germain noted, modern technology has been utilized by foreign shippers to greatly increase their fleets, with "a net overall increase in employment in seagoing and shoreside occupations."

Robert E. P. Cooney, vice president of the Iron Workers, declared to the seminar that decisions by Administration officials to scrap this year's merchant shipbuilding program, to meet demands for deep budget cuts, would make the maritime industry a "whipping boy."

Such a plan of action, Cooney said, "is most irresponsible and endangers the national security."

At an earlier MTD meeting another member of Congress vigorously defended government subsidization of the U.S. merchant marine, declaring that the maritime industry "more than repays" the subsidy investment in the form of corporate and personal income taxes.

Representative Hugh Carey (D-N.Y.) pointed out that shipping interests pay \$130 million in corporate taxes; that sailors, themselves, pay \$30 million annually in income taxes; and that additional revenues are derived from shipyards and supporting trades and services.

A 'Good Return'

The net result, Carey said, is that the merchant marine not only repays the \$300 million it receives in annual subsidies, but it also "has protected our balance of payments position to the tune of \$1 billion a year." He called this a "good return on our investment."

That contribution was made even though last year, 93 percent of all U.S. waterborne commerce traveled in ships flying flags of other nations.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

May 5 to May 15, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A Class B		Class A Class B Class C			Class A Class B	
	Boston	6	2	5	1	1	15
New York	50	53	36	29	6	187	118
Philadelphia	7	12	6	0	0	15	0
Baltimore	21	13	16	18	15	75	40
Norfolk	18	23	7	13	4	60	62
Jacksonville	14	6	5	9	8	14	3
Tampa	8	5	2	3	2	12	13
Mobile	12	10	3	8	1	63	28
New Orleans	54	39	36	18	4	141	115
Houston	18	21	34	32	15	130	81
Wilmington	25	11	23	14	16	30	0
San Francisco	88	81	51	55	33	103	98
Seattle	24	15	22	13	15	36	6
Totals	345	291	246	213	120	881	574

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A Class B		Class A Class B Class C			Class A Class B	
	Boston	2	2	2	2	2	6
New York	43	45	27	33	24	115	91
Philadelphia	14	11	2	10	6	10	11
Baltimore	20	21	15	18	4	56	50
Norfolk	15	6	8	5	12	31	15
Jacksonville	10	5	2	6	11	6	14
Tampa	5	6	3	2	0	10	16
Mobile	14	11	4	7	3	51	59
New Orleans	20	27	21	36	7	98	112
Houston	36	44	15	33	7	68	86
Wilmington	17	12	12	17	27	20	1
San Francisco	83	72	52	41	17	106	50
Seattle	11	13	9	1	14	18	6
Totals	290	285	172	221	134	595	512

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	4	1	2	0	1	9
New York	40	31	28	12	9	121	52
Philadelphia	8	9	2	5	12	7	9
Baltimore	13	10	11	13	14	65	24
Norfolk	12	10	5	10	16	17	15
Jacksonville	8	11	3	7	10	7	8
Tampa	6	2	0	1	1	10	6
Mobile	13	10	6	1	1	19	10
New Orleans	23	16	34	18	4	128	75
Houston	22	21	10	29	9	91	33
Wilmington	18	15	14	12	13	22	4
San Francisco	102	59	55	42	13	124	54
Seattle	9	11	13	12	9	24	7
Totals	278	202	183	162	111	644	299



ORDINARY SEAMEN AND WIPERS— YOUR OPPORTUNITY TO UPGRADE!

THE SIU'S HARRY LUNDEBERG SCHOOL of Seamanship urges all Wipers and Ordinary Seamen to take advantage of its cost-free upgrading programs, thereby qualifying themselves for higher-rated jobs and greater financial income. HLSS offers Seafarers a chance to build a more rewarding future for themselves and their families.

Providing Seafarers with the skills and know-how for the successful upgrading of their shipboard ratings is a primary objective of the SIU's Harry Lundeberg School of Seamanship. Its programs and facilities offer to qualified Seafarers upgrading training to higher unlicensed ratings, as well as to licensed ratings, in the engine and deck departments. The school also provides training for the entry rating in deck, engine, and steward departments, as well as in lifeboat and safety training.

The school is operated in the Port of New York. The course of training usually lasts from one to two weeks, both for Ordinary Seamen—wishing to upgrade to Able Bodied Seaman—and for Wipers, wishing to upgrade to Qualified Member Engine Department, and sail as Fireman, Oiler, Watertender, or Electrician, Junior Engineer, Pumpman, Reefer Engineer, Deck Engineer, etc. The HLSS training program to upgrade Wipers is an *Important Step Toward Qualifying for an Engineer's License or a Deck License.*

HOW TO QUALIFY

● HLSS ENTRY RATING SCHOOL GRADUATES:

Engine Department Rating: Under new regulations, seetime requirements for Wipers upgrading to FOWT's have been reduced to three months seetime, opening the door to faster upgrading.

● UPGRADING TO AB:

New regulations also call for reduced seetime requirements of only six months for Ordinary Seamen upgrading to AB.

● OTHER MEMBERS—(NON-HLSS-SCHOOL GRADUATES):

Seetime requirements remain at six months for engine department ratings and at twelve months for ABs.

● COAST GUARD DISCHARGES:

Must be shown by all applicants, in order to substantiate their seetime.

WHILE GOING TO SCHOOL

● ROOM & BOARD:

Seafarers who take the courses of instruction at HLSS will be provided with free meals and lodgings for the duration of their training. If any member has difficulty in arranging the necessary transportation to New York to attend the school, his local SIU port agent will be glad to lend assistance.

HOW TO APPLY

To apply for your upgrading training, see the Union agent in any SIU port, or apply directly to the school in New York at 675 Fourth Avenue, Brooklyn, N.Y. 11232, or call 212-499-6565.

SIU HARRY LUNDEBERG SCHOOL OF SEAMANSHIP