

**'THE  
LABOR  
OF A  
HUMAN BEING  
IS NOT A  
COMMODITY  
OR ARTICLE  
OF COMMERCE'**

Samuel Gompers  
1850-1924

See pages 8 and 9



# Shipbuilding and Tax on 'Runaways' Cited as Solution to Payments Deficit

WASHINGTON—An all-out shipbuilding program and the imposition of heavy duty charges on goods carried in "runaway-flag" ships by American companies was recently urged by Representative James J. Howard (D-N.J.) as a sound two-way approach with which the Johnson Administration could combat this country's worsening balance of payments problem.

Speaking at a meeting sponsored by the 6.5 million-member AFL-CIO Maritime Trades Department here, Howard charged that the "runaway-flag" operators have "contributed unconscionably to the worsening balance of payments" by accounting for a deficit "in the neighborhood of a billion dollars a year."

These American firms, he said, have "built ships abroad, registered them under the flags of other nations, hired foreign nationals to crew these ships, and then stolen our commerce away from ships flying the American flag."

Howard told his audience of more than 100 representatives of maritime labor, management and government that he planned to introduce into the upcoming second session of the 90th Congress legislation "that would have the effect of bringing the 'runaway-flag' merchant ships back under American registry." His bill, he said, would impose a heavy duty on goods carried aboard these ships, thus putting a permanent plug in a sizeable portion of the balance of payments problem now facing the country.

## Crash Program Needed

In addition, the New Jersey Congressman called for support by the Administration for legislation which would call for the annual construction of 50 to 60 U.S.-flag merchant ships in domestic yards—a move which he asserted would eventually cut the payments deficit by as much as \$3 billion a year.

Noting that the merchant marine already contributes \$1 billion a year to the plus side of the balance of payments by carrying only about seven percent of our export-import cargo, he pointed out that "if U.S. ships were carrying just half of our cargo . . . there would be no balance of payments

deficit at all."

Howard also had sharp criticism for Transportation Secretary Alan S. Boyd whose stubborn insistence that some American ships be built in foreign shipyards, he said, had stalled possible action on a national maritime program for many months.

Had the Boyd proposal not been defeated by maritime labor, management and Congress, Howard concluded, "the White House would today be worrying about a balance of payments deficit that would have been much larger than the present one—and that would have grown steadily worse as the full impact of the foreign-building notion was felt."

## 'Whitewash' Attempt

At an MTD seminar entitled "Maritime—a year in Review," Page Groton, legislative director of the Shipbuilders Council of the International Boilermakers Union, accused the Administration of an attempt to "whitewash" this nation's maritime deficiencies and endangering the security of the United States.

Groton told the seminar participants that the Maritime Administration, in a recent booklet on the Soviet merchant marine, put the soft peddle on "the overwhelming danger of Russia gaining superiority of the seas . . ."

How people who knew better could "in all good conscience . . . downgrade the tremendous strides made by the Soviet Union in building a navy and a merchant marine to take over the seas of the world" was something, Groton said, he couldn't understand, and "that is exactly what they are trying to do."

He said that the Administration had tried to minimize what "is a bigger threat to the United States today than anything else" and added: "I think even using their own facts will substantiate that statement."

Groton also branded as a "whitewash" attempt a press release issued recently in which the chairman of the Federal Maritime Commission, Rear Admiral John Harlee (Ret.), described President Johnson as "one of the staunchest supporters of the American merchant marine in the history of our nation."

It was apparent that the Harlee statement had been prepared well in advance rather than in response to "press inquiries today" as claimed, Groton noted, in view of the bitter denunciation of the Administration's failure to support a maritime program launched by leading Congressmen just the day before.

Representative Jacob Gilbert (D-N.Y.) told a later MTD meeting that the solution to this country's balance of payments deficit "rests, in considerable degree, on our merchant marine."

## Offers Program

Gilbert offered a possible proposal to improve the payments balance which would give "special tax credits to firms which ship their goods abroad—provided they ship them on American-flag vessels"—and impose extra taxes on any imports which are not carried on U.S.-flag ships.

Gilbert, now on the House Ways and Means Committee and a former member of the Merchant Marine and Fisheries Committee, said U.S. "runaway-flag" shipowners have helped to bring on the dollar crisis and should now be made to help defend the dollar—by government edict if necessary.

## Soviet Fleet Rise Cited in Report By Senate Unit

WASHINGTON—The "turbulent waters of international politics" are being stirred by a rapidly expanding Soviet fleet, as Russian leaders "have begun to rely more openly on the use of the merchant fleet as an instrument of national power," a recent Library of Congress report declares. The report dealing with the Soviet merchant marine was prepared for the Senate Commerce Committee at the request of Senator Warren G. Magnuson (D-Wash.).

In a forward to the report, Magnuson remarked that the study "most dramatically adds a new dimension to the arguments for revitalizing the U.S. merchant marine."

The report says that within the last ten years the Soviet Union has risen from obscurity in shipping to the sixth leading maritime nation in the world. During the 1961-65 period, the Russian merchant fleet doubled in tonnage and is scheduled to expand by another 50 percent—from 9.5 to 14-million deadweight tons by 1970.

Figures cited in the report show that the Soviet tanker fleet alone increased from 92 vessels in 1958 to 321 vessels by the end of 1965.

## Report of International President



by Paul Hall

With much of the world in turmoil and international tensions causing increasing concern to people everywhere, the Johnson Administration continues to minimize the importance to this nation of a totally independent and efficient merchant fleet and entrusts the bulk of our oceanborne commerce—both present and future—to the highly flexible loyalties of runaway-flag shipowners whose vessels the Navy Department has once again publicly declared it has "under effective control."

The Administration apparently feels there is no cause for alarm in figures recently published by the Maritime Administration which confirm that the United States is in the incredible position of having less merchant marine tonnage under its own flag, for use in the event of a national emergency, than it has in the runaway flag fleet over which it claims control.

Such childish faith in the reliability of American companies who have deliberately turned their backs on the economic welfare of America by creating the "runaway-flag" fleet for their own selfish gain, is difficult to reconcile with the harsh realities of a nation's responsibilities to itself and to the free world.

To depend so heavily on such vessels to meet our military needs in the event of war or other serious emergency is to put the entire security of the United States in jeopardy and makes no more sense than maintaining only half an army in the hope that the other half would be made up of expatriates rallying to the defense of the nation when needed.

The uncertainty of counting on ships which fly the flags of other countries was indisputably illustrated a few years ago when Defense Secretary Robert McNamara desperately needed more ships to carry flag carriers to do the job. Had there been no tired old World War II men and supplies to Vietnam and was unable to charter enough foreign-hulks to pull out of the mothball fleet during that emergency, the Defense Department, and the nation, would have been in serious trouble.

Although the "effective control" scheme has been consistently supported by the Administration as one excuse for not building up the U.S.-flag fleet, it has never been put to the test in all the years it has been in effect. The idea is made up completely of unknown quantities. It cannot be said with any certainty that such theoretically controlled vessels would actually be physically available. Under foreign flags and manned by foreign crews there is no assurance that shifting international loyalties wouldn't draw them directly into a hostile or neutral port at the very time they are needed.

Guesswork on the part of the Administration is the only guide available as to what would actually happen with these ships in the event of a new wartime crisis and one wrong guess could spell total disaster. Without an independent merchant fleet of its own to meet the needs of any eventuality, it is not inconceivable that an effective shipping embargo could be set up against the United States which would deprive us of strategic imported materials and bring about an American defeat.

To put real meaning in the term "effective control" the government should take immediate steps to put a stop to runaway-flag shipping by American citizens and force the return of their ships to U.S. registry. Not only would this eliminate any doubts about their potential availability in event of future emergencies, it would also serve to ease the current balance of payments deficit by putting more import-export cargo in the bottoms of U.S.-flag vessels. American companies controlled by U.S. citizens have been allowed to reap enormous profits from their runaway operations for far too long. It is time they were forced to assume their fair share of responsibility to their own country and their own fellow citizens.

Such action by the Administration against runaway operators, together with a sensible program of shipbuilding in U.S. yards, could serve the dual purpose of greatly alleviating the foreign exchange payments deficit and securing our position of independence in the world's seafarers.

## Checkup at New Chicago Clinic



Seafarer Royal John Booker has just completed his annual examination at the new SIU clinic in Chicago. A nurse is shown filling out his records. Brother Booker sails in the engine department.

## Shepard Raps Govt. Manipulation In Bids on Viet-Bound Cement

NEW YORK—SIUNA Vice-President Earl Shepard recently challenged the government to investigate "what appears to be manipulation of bidding and arrangements for the movement of 300,000 tons of cement from Taiwan to South Vietnam" for the Agency for International Development.

Shepard charged that foreign-flag shipping firms received the contract in a seemingly unscrupulous manner. He said that although Bates and Co., Inc., in behalf of the Whitehall Navigation and the SIU-contracted Pan American Tankers Corporation, did bid successfully attempts are going on behind the scenes to "frustrate" Bates and Co. and put the shipment in the hands of foreign vessels.

The Seafarers vice president pointed to President Johnson's determination, to seek methods for reducing the U.S. balance of payments deficit. In view of this goal, Shepard said that "the apparent manipulation regarding this shipment of cement is a clear frustration of the national interest as well as the need and legal obligation to have American vessels and seamen engaged in such cargoes."

In urging "immediate steps to halt and investigate these actions," Shepard called upon key federal administrators and several members of Congress to rectify this situation. He sent individual telegrams to Secretary of State Dean Rusk, administrators in the Agency for International Development and the Maritime Administration, Senators Warren G. Magnuson and E. L. Bartlett, and Representative Edward A. Garmatz.



## Magnuson Cites Fleet As U.S. Payments Aid

WASHINGTON—The value of the U.S. merchant marine in helping to offset our economy's troubled balance of payments has been overlooked by the Administration, Senator Warren G. Magnuson (D-Wash.) said in a recent letter to Commerce Secretary Alexander B. Trowbridge recently.

Noting President Johnson's New Year's Day announcement of proposals to improve this nation's lagging balance of payments, the chairman of the Senate Commerce Committee pointed out to Trowbridge the omission of any reference to the merchant marine and said he believed "that the present circumstances clarify the appropriateness" of increasing the share of U.S. trade shipped on American-flag vessels.

With only seven percent of this country's total waterborne trade now being hauled by U.S.-flag operators, and with the expected increase in trade, Magnuson said, the balance of payments possibilities resting in the U.S. merchant fleet become "increasingly clear."

### Conserves \$1 Billion

Magnuson recalled that Johnson has acknowledged that "even at its present level," the U.S.-flag merchant fleet earns or conserves some \$1 billion annually in hard currency and dollars.

He suggested that the government, as the largest single shipper in the world, could take the lead and "do much to encourage use of American-flag . . . ocean carriers, particularly through appropriate action by the Department of Defense, Department of Agriculture, Agency for International Development and the Maritime Administration. . ."

## SIU Files Charges Against MEBA For Violating 'No-Raiding' Clause

WASHINGTON—The SIU has filed charges against the Marine Engineers Beneficial Association for violating the "no-raiding" provisions of the AFL-CIO's Constitution.

In a telegram to Federation President George Meany, the SIU accused the engineers' group of interfering with the established relationships which the SIU holds with contracted American flag shipping companies.

Such interference is prohibited by the AFL-CIO constitution.

In calling for implementation

of the labor movement's "no-raiding" machinery, the SIU waived the first step of mediation and asked for "immediate appointment of an impartial umpire because of the seriousness of MEBA's conduct."

The invocation of AFL-CIO procedure came on the heels of a decision on January 1, by Judge Fred J. Cassibry in Federal District Court in New Orleans upholding the SIU's position that MEBA's attempt to put "apprentice engineers" aboard the ships was an invasion of SIU's contractual rights.

### Placed Aboard Ships

The SIU struck Delta Steamship Line over this issue after the company had placed "apprentice engineers" aboard some of its vessels. The seven-week stoppage also affected five ships operated by Moore-McCormick's Robin Line.

Judge Cassibry denied a request by the National Labor Relations Board for a temporary injunction against the SIU in the Delta case. In rejecting the NLRB petition, Judge Cassibry ruled, that the MEBA had coerced the company into agreeing on the use of the "apprentice engineers" in direct violation of Delta's contract with the SIU.

Although the Federal Court ruling leaves the SIU free to strike, the Union announced today that as long as the status quo is maintained, it would sail all affected vessels while it sought immediate prosecution of its case against MEBA through AFL-CIO constitutional procedures. The SIU said that its decision would apply to all companies where the so-called "apprentice engineers" issue is in dispute.

## MARAD Bars Dominican Ships From Aid Hauls

WASHINGTON—In an unprecedented move, the Maritime Administration has cancelled permission for Dominican Republic-flag ships to carry U.S. government-financed cargoes to that country because of "discrimination against" American vessels in Dominican ports.

Acting Maritime Administrator James W. Gulick said the agency had rescinded waivers which would have permitted carriage on Dominican vessels of some \$10.4 million in United States government-sponsored shipments. The waivers, which covered one-half of shipments to be made under Export-Import Bank credits, were necessary because U.S. law requires that without them, all such shipments must be carried on American flag ships.

Gulick said the action was taken because MARAD was "not satisfied" that "U.S.-flag ships have enjoyed parity of treatment with vessels of the Dominican Republic, specifically with respect to port dues assessed against vessels of the United States but not against vessels of the Dominican Republic."

# MARAD Report Shows U.S. Shipping Topped by 'Effective Control' Fleet

WASHINGTON—In the event of a national emergency, the United States Navy would be forced to rely more on foreign-flag merchant marine tonnage than on vessels flying the American flag, according to a report published last week by the Maritime Administration.

Actually a statistical analysis of mostly "runaway" fleets which are owned by American companies but sail under the flags of Liberia, Panama or Honduras, the MARAD report shows that as of September 30, 1967, there were 14.7 million deadweight tons of such shipping which the Navy Department continues to maintain it has under "effective control" for use whenever needed in an emergency. As of the same date, the privately-owned U.S.-flag fleet totaled only about 14 million tons and almost all of its 913 vessels are more than 20 years old.

### Tax Evasion

Of the 431 larger and more modern foreign-flag ships listed, 350 are owned by companies controlled by U.S. citizens which use "runaway" flags in order to evade U.S. taxes, construction costs, and wage and safety standards for seamen. The 66 companies owning the other 81 vessels are owned by non-U.S. citizens but these ships are also deemed effectively under control because the firms are under "contractual obligations" to the United States to make them available to the Navy "in the event of war or national emergency."

The report says that the Navy's "effective control" fleet has increased by some four million tons over the last seven years and that the largest segment is still under

the Liberian flag with 317 ships of 11.3 million deadweight tons. Most of this—some 7.8 million tons—is made up of tankers while the balance is composed of ore and bulk carriers.

In second place among the runaways is Panama with 105 assorted vessels totalling 3,266 deadweight tons, and the remaining nine under Honduran registry comprise 38 tons.

Over the years, the Defense and Navy Departments have maintained the myth that these ships flying the flags of foreign nations are under their "effective control," but this control has never actually been tested. The Defense Department did, however, once attempt to charter foreign-owned ships when added vessels were desperately needed to maintain the Vietnam sealift and was unsuccessful. Some of our own old World War II ships had to be quickly pulled out of the mothball fleet to meet that emergency.

Among the foreign ships allegedly committed to this country in case of emergency, as listed in the report, are five tankers of 178,000 tons owned by Greek shipowner Stavros Niarchos.

Because this particular report only concerned the alleged "effective control" of the 350 runaway-flag ships registered by American owners in Liberia, Panama and Honduras, it does not fully illus-

trate the true size of the runaway fleet.

As of January first a year ago, MARAD listed a total tonnage of some 16 million tons of U.S.-owned ships registered under the flags of 17 foreign nations. At that time only 163 of the total of 448 runaway ships was registered in Liberia—or just a little over half the 317 now listed. By a similar comparison, the number of ships registered in Panama for the "convenience" of American companies at the beginning of 1967 was 16 less than the 105 indicated by the current figures.

Also not included in the latest report is the number of runaways flying the British-flag, but the last figure released was 89 and there is every reason to believe that it, too, has risen appreciably along with those under the flags of the more-than-a-dozen other nations by the U.S. companies maintaining runaway-flag fleets.

Still accounting for the bulk of runaway shipping are such big U.S. oil firms as Standard Oil of New Jersey, Standard of California and Socony Mobil. At last count the combined foreign-flag fleet of the three companies was some 7.4 million tons.

## Crew Plugs Holes When Mine Hits In Saigon Harbor

The quick reaction of Seafarers aboard the Seatrain Texas (Seatrain), helped avert a disaster when she was at anchor in the Saigon River, Floyd Wyatt, ship's delegate, reported to the LOG.

It was 2:12 a. m., Wyatt said, when "a terrific blast from a mine" hit the starboard side, at the cradle hatch. "Within minutes, everyone responded to the general alarm. Members from all three departments were down in the hold doing what they could to stop the leaks," reported Wyatt.

The Seafarers used broom handles, sticks, rags and "whatever was available." Fortunately, no fire started from the leaking fuel oil tank. "It sure was a dirty mess though," Wyatt said. While the crew was at work plugging the leaks, Captain La Crox maneuvered the ship into shallow water with the aid of two Army tugs.

### Crew Congratulated

Captain La Crox congratulated the entire crew for the fine work they turned in. Chief Mate Burns added that the response and conduct of the men during the incident was "another example of a properly trained crew coming through in an emergency". The Chief Mate said, that it "seemed as though it was all rehearsed previously."

## Russians Replace Red Chinese As Leading N. Vietnam Traders

WASHINGTON—The Russians have replaced the Red Chinese as the leading traders in North Vietnamese ports, Representative Charles E. Chamberlain (R-Mich.) recently said in a telegram to President Johnson. Chamberlain also assailed the President for having done too little to curb non-Communist trade with North Vietnam.

The Michigan Congressman cited Defense Department statistics which he said were released at his "insistence." They showed that the Soviet Union led in shipping to North Vietnam last year, with 185 ships, while Communist China followed with 93. In 1966, the Communist Chinese were ahead with 138 vessels, and the Soviets trailed with 122.

Other figures for ships entering North Vietnamese ports last year included 31 East European and 78 non-Communist ships, compared with the 1966 figures of 45 East European and 74 non-Communist vessels.

The total number of ships entering North Vietnamese ports, Chamberlain said, were 401 in 1964, 257 in 1965, 379 in 1966, and 387 in 1967.

Noting that there had been "some progress" since 1964, he stressed the need to take "more effective action" to cut non-Communist shipping trade with that country.

Though the administration has been applying pressure on those nations that do trade with North Vietnam, by cutting foreign aid

and working through diplomatic channels, the U.S. has managed to diminish but not eliminate such trade over the last four years. The major obstacle is the use of British-flag ships in that trade, reported by the U.S. State Department to be owned or controlled by Communist Chinese interests based in Hong Kong. In 1967 these ships accounted for 67 of the non-Communist vessels trading with North Vietnam.

State Department officials explained that the Hong Kong trade continued because the British Government was limited by legal means from banning it, and additionally was concerned over the possibility of Communist Chinese reprisals directed against the British crown colony.

While these officials maintain that all of the non-Communist trade with North Vietnam is carried in small ships and constitutes only nonstrategic materials, Chamberlain remarked that such ships "in recent months are suspected of carrying strategic goods."

"The British are renting their flag," he said, "for the benefit of a Communist regime whose policy of terror and aggression has already cost the lives of 16,000 American soldiers dedicated to defending the free world."



Wyatt



## The Atlantic Coast



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

The jobless rate hit an eight-month low in December, with 3.7 percent of the nation's job force on the unemployment lines. This is a good sign, but 2.7 million people remain jobless and when dependents are taken into consideration this is still too high a figure.

The recovery by the automobile industry from strikes is a major factor for the increase in jobs. A recovery was also noted in manufacturing employment. Let's hope the trend continues.

### Philadelphia

Al Benzuk is registered and will be ready to take the first coal run that hits the boards. Al sails as FWT and oiler.

After an enjoyable holiday at home, Frank Cake is set for a



Cake

Green

good oiler's job, preferably to Holland.

George Barnes would like a good job in the deck department. His last ship was the Cape San Diego.

V. Russo is waiting for a chief cook's slot.

### Baltimore

Norman Pepler is registered for an AB's job. Norm would like an Intercoastal run after sailing on the Calmar.

Melvin Knickman was on the Portmar and would enjoy sailing on that ship again when she comes out of lay-up. Melvin sails in the deck department.

Registered as a cook, Berry Tipplings recently helped turn out the chow on the Whitehall. A 23-year man, he's looking for a run to the Far East.

### Norfolk

Marion Parker had a good trip to India and the Persian Gulf aboard the Transhuron. An AB, Marion is planning a short vacation before sailing again.

Robert Sawyer is looking around for a good coal run. He was oiler on a similar voyage to Holland on the Globe Carrier.

Larry Combs, AB, had two trips to the Far East with the Steel Designer. Larry said he's looking for a tanker.

### Boston

Fred Rashid is taking a shot at hunting after a trip in the deck department on the Fort Hoskins. Fred's got 22 years in the union.

Oskar Kala, known to his friends as "Rudy", piled off the Steel Flyer. After spending the Christmas holiday with his family, Rudy is looking for an electrician's slot.

Alvoie Green sailed on the Cantigny as crew mess. He's ready for a good trip now that the holidays are over.

### Puerto Rico

Bill Holland has flown in from San Francisco for the chief electrician's job on the Young America.

After a year of "good feeding" on the Detroit, chief steward Vic-

tor Perez decided to take a rest. Angel Pedroza has taken over the job.

Dioscoro De La Cruz, now on pension, likes to drop by the hall to visit his many friends.

## Two More Seafarers Upgrade To Engineer; Total Now 216

Two more Seafarers have been added to the list of those men upgrading themselves to an engineer's license after completing a course of study at the school sponsored by the SIU and District 2 of the MEBA. This brings to 216 the number of Seafarers who have received an engineer's license.

One man is a new second assistant engineer, the other has a third assistant's license.

Jasper Farr is a new second assistant, having sailed as FOWT. Born in Lorain, Ohio, he lives in



Farr

Olsen

St. La Marque, Texas. Brother Farr is 43 years old and joined the SIU in 1953 in Lake Charles, La.

Odd Olsen has a third assistant's license after sailing as a FOWT. He was born in Norway and makes his home in Brooklyn. The 45-year old Seafarer joined the union in 1964 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.

WASHINGTON—Once again the Maritime Administration has asked operators of U.S.-flag vessels in the foreign trade—both subsidized and unsubsidized—to submit their long-range shipbuilding plans to assist in the agency's decision on how best to spend construction subsidy funds and allocate its limited mortgage insurance authority.

There is little likelihood, however, that presently unsubsidized companies will be benefited by the decision, any more than they have been in the past, unless Congress passes a major expansion program for increasing subsidies.

A similar request by MARAD, in 1965, for long-term construction plans through 1970, resulted only in a continuation of the long-standing practice of using available subsidy funds for the already favored liner companies and the replacement of their fleet. Then, as they will now, all responses remained MARAD's secret.

Acting Maritime Administrator James W. Gulick made the request on shipbuilding plans, MARAD said, with the understanding that if government aid is required, formal application will have to be made at the appropriate time and approval will hinge on future estimates of national need and availability of funds.

### Funds Withheld

It should be noted, however, that the Johnson Administration has not been spending all the funds appropriated by Congress for ship construction and still unsubsidized operators have not been granted desperately-needed relief.

The fact that Gulick's invitation for operators' plans was issued before the 90th Congress convenes for its second session was described by a MARAD spokes-

man as only "coincidental" but maritime industry observers recalled that a five billion dollar-crash program for upgrading the U.S. merchant marine has already been introduced in both House and Senate and is still pending.

Operators submitting their building plans for the period July 1, 1968 through June 30, 1973, were asked to include—by February 8—data on proposed routes and services; the number of types and vessels to be built, or replaced by new construction; and estimates of speed, capacity and versatility of new ships.

Additional information which must be provided by April 8 included the following:

The type of transportation system proposed, along with plans for interchange of cargoes between ships and other means of transport at connecting points.

Commercial characteristics of proposed new tonnage with projections of operating expenses and revenues plus estimated manning scales and wage costs.

An estimate of the minimum amount of construction aid, operating aid and/or mortgage insurance required from the government by the respondent, if any.

## Charles Taibi Dead at 40, Was SIU Research Director

Calogero (Charles) Taibi, Research Director for the Seafarers International Union, died on January 4 at Doctors Hospital, Manhattan. He was 40 years old.

A veteran of the Trade Union Movement, he had been a specialist in the field of labor economics and research, in industrial relations, collective bargaining procedures and social welfare programs. He had also served as Research Director for the AFL-CIO Maritime Trades Department for the past year.

Prior to his employment with the Seafarers International Union, he had been Program Consultant for the Middlesex County Economic Opportunities Corporation, New Brunswick, N. J., and had been active in a number of trade union posts in the New York metropolitan area.

Taibi had formerly been Executive Director for District Council 37 of the American Federation of State, County and Municipal Employees, AFL-CIO, in New York City and had also served as Research and Publications Director for the United Furniture Workers of America, AFL-CIO.

Taibi was born in New York City and educated in various New York City public and parochial schools. He completed graduate work in the New School For Social Research, New York City, in 1966 and was a graduate of Harvard University, A. B., 1949. He received his Masters Degree from Columbia University in 1952.

He had been a specialist in the development of social welfare

programs, research methods and planning, wages and terms of employment, and in many other areas of trade union interest for many years. A member of the American Economics Association and the New York Chapter of the



Charles Taibi

Industrial Relations Research Association, he had been an active participant and consultant with various other professional, trade union and community associations in the metropolitan area.

Surviving are his wife, Elaine; 2 sons, Solomon, 11, and Anthony 7; his mother, Mrs. Maria Santa Taibi; and 2 brothers, Frank Taibi and Grant Taibi, all of New York City.

Services were held on Monday, January 8 at 10 A.M. at the Provenzano-Lanza Funeral Home, in Manhattan. Burial was at Evergreen Cemetery, Brooklyn.

## Joining the Pension Ranks



New York Port Agent Leon Hall presents the first pension check to Eugene Walson (center), while headquarters rep. Fred Stewart looks on. Brother Walson's last vessel was the Alcoa Explorer.



## The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Things are slow in the port of Chicago with only the tanker **Detroit** in operation. Work is being done on the **Detroit Edison** at the American shipyard here, but it is expected she will go back on her usual run when repairs are completed in the spring.

Relative to the Chicago Port Council, a luncheon is scheduled for this port and a large turnout is expected. Additional organizational work will be done prior to the spring fit-out.

A meeting has been set up with the local officers of the Coast Guard regarding manpower for the coming season. We think we will receive their cooperation.

### Toledo

With the arrival of the **Peter Reiss**, the sailing season is ended for 1967 and we will now begin preparations for fit-out in 1968.

MEBA District 2 Lakes Schools are in full swing with some 50 of our members in attendance. It looks like the rated manpower shortage will increase and we are urging our members to take advantage of the upgrading program for AB and FOW.

### Buffalo

Due to heavy ice conditions, shifting jobs have been few and far between. In conjunction with the ice condition, various companies with ships laid up have requested a larger ice-breaker so the harbor can be opened up earlier in the spring.

Little activity has gone on at the hall. Most men have gone South for the winter or to the coast to ship.

### Alpena

Things are relatively slow, although we have paid off the re-

maining crewmen on the **S. T. Crano** (Huron Cement Co.).

The Thunder Bay Labor Council in Alpena is starting a series of classes designed to acquaint members with the purpose of social service in the community. Among topics to be discussed are labor's community service programs and the workmen's compensation law in Michigan.

### Duluth

Classes have started here for original licenses and upgrading, conducted by MEBA District 2 and the AMO. The Duluth upgrading school has just helped **Fred Leske** receive an oiler's endorsement and **Dan Brown** an FOW ticket.

The **CC West** is laying at the Superior shipyard for repairs. Her crew reports they can't wait to return home, especially since we've been hit by extremely low temperatures. Recently, it was 30 degrees below zero.

We heard recently from **Dave Brander** who's recovering in the New Orleans USPHS Hospital where he was treated for a kidney ailment. Oldtimers **Neal Kunze**, **John Fabac** and **Dennis Kiley** are among the **CC West's** crew. Brother Kiley, second cook, would like a job that would let him get home to Alpena every now and then.

# President Signs Social Security Bill; Forms Panel to Study Income Needs

WASHINGTON—President Johnson called for a fresh approach to the nation's public welfare system and named a "commission of distinguished Americans" to explore "every plan, however, unconventional, which could promise a constructive advance in meeting the income needs of all the American people."

The President announced the creation of a Commission on Income Maintenance Programs as he signed social security amendments which will raise benefits for 24 million persons—but by a smaller amount than Johnson had sought.

He said the higher benefits will lift one million persons on social security rolls "above the poverty line." In dollar terms, he declared, it is the biggest single increase ever enacted.

### 'Severe Restrictions'

At the same time, the President expressed regret at the "severe restrictions" Congress imposed on public assistance in another section of the legislation.

Overall, Johnson said, "Franklin Roosevelt's vision of social insurance has stood the test of the changing times." But he added: "I wish I could say the same for our nation's welfare system."

Johnson said he has directed Health, Education & Welfare Secretary John W. Gardner "to work with state governments so that compassionate safeguards are established to protect deserving mothers and needy children."

AFL-CIO President George Meany, in a letter to the President, had termed the new restrictions on public assistance "indefensible." He said they "penalize the poorest of the poor for their poverty."

Among the provisions strongly

opposed by labor, religious and social service groups are a tight ceiling on the number of children who can be helped under the aid to families with dependent children program and a free hand to states to purge from the assistance rolls mothers who are unable to work or take work training.

Meany urged the President to press in the new session of Congress for "swift and decisive action to remedy the evils that have been done to the principle and practice of public assistance."

He also termed the benefit increase—13 percent for most persons—"flagrantly inadequate" and said the rise in the minimum benefit from \$44 to \$55 a month was in "shocking contrast" to the \$70 minimum sought by the Administration.

Johnson named Ben W. Heineman, board chairman of the Chicago & Northwestern Railroad, to head the Commission on Income Maintenance.

He appointed two AFL-CIO vice presidents to the Commission—David Sullivan, president of the Building Service Employees, and A. Philip Randolph, president of the Sleeping Car Porters and a noted civil rights leader.

Johnson completed the signing of bills passed in the final days of the session and noted that Congress "was not as productive as I had urged it to be" but at any rate had not turned the clock back by repealing Great Society pro-

grams.

The new social security benefits are effective in February and will be reflected in benefit checks mailed out in early March.

Following are some of the main provisions:

**Benefits:** An across-the-board increase of 13 percent to all beneficiaries under the old age, survivors and disability insurance program. The minimum benefit under these programs is raised to \$55 for an individual and \$82.50 for an elderly couple. Persons retiring in the future will also receive higher benefits, with the ceiling rising gradually to \$323 for a retired couple and a survivor's benefit of up to \$434.40 for a widow with two or more dependent children.

The special benefit paid to persons 72 and over who had not met social security work requirements goes up from \$35 to \$40 for a single person and from \$52.50 to \$60 a month for a couple. Graduated cash benefits are provided for disabled widows and widowers between 50 and 62 year of age.

**Taxes:** The tax rate for 1968 remains 4.4 percent of covered wages paid by workers and employers. For persons making under \$6,600 a year, there will be no change in payroll deductions. The taxable wage base is increased to \$7,800 a year, effective immediately, so persons making that amount or more will be paying \$53 a year more in social security taxes than they did in 1967.

The taxable wage base will remain at \$7,800 but the tax rate will gradually rise in future years—at close to the same rate it was scheduled to rise under the old law. In 1969, the tax rate goes up to 4.8 percent—but under the old law it had been scheduled to go up to 4.9 percent. The rate includes both the basic social security and the medicare taxes.

**Earnings:** The amount that a retired worker or survivor may earn without losing part of his old age benefits is raised to \$140 a month or \$1,680 a year—up from the previous \$1,500 a year or \$125 a month. As at present, there is no earnings limit for persons over 72. For others, the bill provides a \$1 reduction in benefits for each \$2 of earnings between \$1,680 and \$2,880 and \$1 for each \$1 earnings over that.

**Medicare:** A patient whose doctor refuses to bill the medicare program directly can now be reimbursed on the basis of an itemized bill from the doctor without having to pay the bill first. Another new feature gives each person a "lifetime reserve" of 60 days of added hospital coverage to be used whenever the 90-day hospitalization allowed for each "spell of illness" is exhausted. However, the patient would pay \$20 a day for each day of the "reserve" coverage.

**Medicaid:** Limits are imposed on federal grants to states which have set up programs to provide free medical care for the "medically needy," regardless of age.

## 'Runaway-Flag' Ships Plague British Economy

"Runaway-flag" ship operation, long a major contributor to the drastic decline in the American merchant marine, is also making its ill effects felt in Great Britain.

In much the same way that U.S. Administration officials consistently minimize the burden that these "flags of convenience" pose upon the largely unsubsidized section of the American fleet which sails under the U.S. flag, spokesmen for Prime Minister Harold Wilson's government claim that British owners are not being much hurt by the practice. At least one member of Parliament, however, has angrily described it as the "nearest thing to piracy since the Jolly Roger."

During a recent debate in the House of Commons on vessels owned by British firms but registered under the flags of Liberia, Panama and some other runaway-flag nations, the Minister of State at the Board of Trade, J. P. W. Mallalieu, declared United Kingdom shipowners were not suffering disadvantages from runaway-flag operations.

In typical bureaucratic fashion, Mallalieu answered a call by some members of Parliament for action to curb the use of ships registered under foreign flags by citing what he considered "advantages" in using them. Aside from taxation considerations, he said, there were also benefits to be derived from the fact that there were no national agreements for seamen's wages and other benefits generally required by shipowners in traditional maritime countries.

### Termed A "Racket"

Lashing back at this, Labor MP Eric Ogden said "more than one tenth of the world's shipping flies flags of convenience—the nearest thing to piracy since the Jolly Roger." He noted that few ships were genuinely linked with Liberia—listed by the latest figures in Lloyd's Register of Shipping as the world's largest runaway-flag fleet with a total of 20,603,301 gross tons—and said it was high time "something drastic was done about the flags of convenience racket, and it is only governments which can do it."

"It is time that the principle of a link with a country should be strictly applied," Ogden declared, adding that "if this were done the Liberian fleet would almost vanish overnight." He also challenged the Minister of State's contention that the majority of ships flying the Liberian and Panamanian flags of convenience were safe because they were comparatively new. Many of the ships fall below the approved standards, Ogden said, and are a challenge to British shipping.

Adding a bi-partisan note in agreement with Ogden's stand, Conservative MP Simon Wingfield also noted that while Britain was one of the world's biggest importers, British shipping was not carrying those imports, and called for encouragement to importers to use British-flag vessels to the benefit of U.K. shipowners.

### Parallel of U. S. Woes

While vocal protests against runaway-flag shipping are only beginning in Parliament, similar exchanges have been heard in the Congress of the United States for years.

Continuing efforts by concerned members of the House and Senate to upgrade the U.S. fleet, encourage U.S.-flag carriage of more of our import-export cargoes and curb the practice by American owners of avoiding U.S. wage scales and safety standards by registering their vessels under foreign-flags, are still being stalled by the Administration's lack of interest in the merchant marine and refusal to institute a sound maritime policy. As a result, unsubsidized U.S. ship-owners are forced to struggle with an outmoded fleet while foreign-flag ships carry the vast bulk of American cargoes.

A statement made during the British debate by Conservative MP Edward Taylor might well have been made in our own Congress.

"What I think should be done is to make it more attractive for our own shipping companies to invest in providing more vessels," he said. "This could be done by providing the 'maximum' of incentives."



Up the Alley



Seafarer George Litchfield tries his skill at miniature bowling at the Baltimore SIU hall. With Litchfield, a member of the SIU's Quarterly Financial Committee, is Brother Jougin O. Rifer, deck maintenance.

## J. P. Stevens Finally Complies With the Law; Rehires 69

NEW YORK—A "major victory" for the rights of southern textile workers was marked here last month when J. P. Stevens and Company bowed to a court order and invited 69 illegally-dismissed employees to return to work and began plans for paying them back wages plus interest. Reinstatement of an additional 18 workers was ordered by the court a day later.

The giant textile firm, second largest in the world, lost a five-year court battle in defense of its anti-union activities when the U.S. Supreme Court refused on December 11 to review an order by the Second Circuit of the U.S. Court of Appeals here directing the rehiring—with full back pay plus six percent interest—of 71 employees fired in 1963 for activities in support of an organizing campaign in Stevens plants by the AFL-CIO Textile Workers Union of America.

In the subsequent order, the same Circuit Court held that 13 of the additional 18 employees had been wrongly dismissed for union activities, four for union activity and testifying against Stevens at a National Labor Relations Board hearing, and one for testimony only.

When notified of the developments in Washington, TWUA President William Pollock issued the following statement:

"At long last, justice is steadily catching up with J. P. Stevens and Co.

"The latest decision, which adds 18 workers to the list of 71 to be reinstated with back pay in the first case, is a major victory for all Stevens workers. But it

is an equally significant victory for all other textile workers whose desire for organization has been frustrated by cynical and wholesale labor law violations in so many southern textile plants."

### No More Interference

It was also announced that Stevens had complied with an NLRB ruling that it must post notices at all of its 51 plants in North and South Carolina that it will not interfere with future attempts to unionize.

Of the 71 workers involved in the first case, letters were sent by Stevens to 69. One of the other two is dead and one could not be located.

Neither the company nor the NLRB could guess immediately at how much Stevens will have to pay the rehired workers. However, TWUA officials estimated that it could run to more than \$1 million with some individuals receiving as much as \$30,000. In addition to back pay, likely earnings the workers would have gained from overtime and promotion will also have to be determined and they will be reimbursed for any medical bills which otherwise would have been covered by the company's hospital insurance.

The long court cases, and others still pending, stemmed from findings by the NLRB that Stevens had used harassment, intimidation, and other terror tactics in violation of federal law, to thwart unionization of its plants

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Dec. 28, 1967 to Jan. 10, 1968

### DECK DEPARTMENT

| Port          | TOTAL REGISTERED<br>All Groups |         | TOTAL SHIPPED<br>All Groups |         |         | REGISTERED on BEACH<br>All Groups |         |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
|               | Class A                        | Class B | Class A                     | Class B | Class C | Class A                           | Class B |
| Boston        | 8                              | 4       | 2                           | 4       | 2       | 13                                | 3       |
| New York      | 46                             | 44      | 39                          | 24      | 8       | 212                               | 100     |
| Philadelphia  | 11                             | 13      | 4                           | 3       | 1       | 35                                | 19      |
| Baltimore     | 42                             | 20      | 17                          | 15      | 6       | 105                               | 58      |
| Norfolk       | 17                             | 12      | 17                          | 6       | 14      | 29                                | 24      |
| Jacksonville  | 13                             | 9       | 6                           | 10      | 10      | 13                                | 8       |
| Tampa         | 6                              | 5       | 1                           | 8       | 1       | 14                                | 9       |
| Mobile        | 24                             | 22      | 7                           | 9       | 2       | 101                               | 53      |
| New Orleans   | 73                             | 44      | 19                          | 11      | 2       | 260                               | 140     |
| Houston       | 25                             | 46      | 19                          | 17      | 9       | 118                               | 71      |
| Wilmington    | 15                             | 9       | 2                           | 6       | 7       | 29                                | 1       |
| San Francisco | 24                             | 43      | 27                          | 74      | 43      | 61                                | 26      |
| Seattle       | 23                             | 10      | 13                          | 13      | 18      | 37                                | 14      |
| Totals        | 338                            | 284     | 173                         | 200     | 123     | 1,027                             | 521     |

### ENGINE DEPARTMENT

| Port          | TOTAL REGISTERED<br>All Groups |         | TOTAL SHIPPED<br>All Groups |         |         | REGISTERED on BEACH<br>All Groups |         |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
|               | Class A                        | Class B | Class A                     | Class B | Class C | Class A                           | Class B |
| Boston        | 8                              | 3       | 3                           | 1       | 2       | 9                                 | 4       |
| New York      | 45                             | 56      | 32                          | 49      | 12      | 144                               | 177     |
| Philadelphia  | 7                              | 5       | 6                           | 3       | 4       | 18                                | 13      |
| Baltimore     | 30                             | 26      | 18                          | 16      | 11      | 75                                | 45      |
| Norfolk       | 7                              | 7       | 8                           | 8       | 8       | 16                                | 20      |
| Jacksonville  | 5                              | 5       | 3                           | 5       | 9       | 7                                 | 7       |
| Tampa         | 8                              | 12      | 2                           | 7       | 0       | 9                                 | 8       |
| Mobile        | 21                             | 27      | 4                           | 6       | 2       | 67                                | 72      |
| New Orleans   | 56                             | 58      | 10                          | 14      | 5       | 153                               | 139     |
| Houston       | 18                             | 30      | 15                          | 25      | 3       | 104                               | 56      |
| Wilmington    | 7                              | 13      | 6                           | 10      | 6       | 21                                | 0       |
| San Francisco | 41                             | 48      | 27                          | 96      | 27      | 39                                | 21      |
| Seattle       | 16                             | 13      | 17                          | 8       | 12      | 24                                | 11      |
| Totals        | 269                            | 303     | 151                         | 248     | 101     | 686                               | 573     |

### STEWARD DEPARTMENT

| Port          | TOTAL REGISTERED<br>All Groups |         | TOTAL SHIPPED<br>All Groups |         |         | REGISTERED on BEACH<br>All Groups |         |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
|               | Class A                        | Class B | Class A                     | Class B | Class C | Class A                           | Class B |
| Boston        | 3                              | 3       | 0                           | 2       | 4       | 4                                 | 2       |
| New York      | 47                             | 16      | 32                          | 11      | 14      | 108                               | 38      |
| Philadelphia  | 7                              | 10      | 6                           | 3       | 2       | 22                                | 13      |
| Baltimore     | 30                             | 12      | 11                          | 10      | 9       | 73                                | 44      |
| Norfolk       | 11                             | 14      | 2                           | 9       | 9       | 13                                | 15      |
| Jacksonville  | 3                              | 2       | 6                           | 6       | 11      | 4                                 | 2       |
| Tampa         | 6                              | 2       | 1                           | 3       | 1       | 12                                | 1       |
| Mobile        | 27                             | 21      | 6                           | 10      | 0       | 55                                | 35      |
| New Orleans   | 82                             | 43      | 16                          | 10      | 0       | 217                               | 136     |
| Houston       | 34                             | 15      | 20                          | 14      | 1       | 96                                | 51      |
| Wilmington    | 3                              | 5       | 1                           | 4       | 4       | 13                                | 0       |
| San Francisco | 50                             | 9       | 47                          | 11      | 74      | 40                                | 24      |
| Seattle       | 17                             | 10      | 15                          | 4       | 12      | 34                                | 12      |
| Totals        | 320                            | 162     | 163                         | 97      | 141     | 691                               | 373     |

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

### Foreign Cars are not Timeless

U. S. consumers who buy new foreign cars have no way of knowing whether they are actually getting this year's model or not. Unlike American-made cars, foreign-car distributors are permitted—apparently in all states—to designate leftover last year's cars as this year's model.

One wage-earner, Joseph Manella of Long Island, New York, bought a foreign car in 1965 and later discovered that it was really manufactured in 1964. He has carried on a two-year campaign not only to secure some redress for himself but to call public attention to this fact.

As far as redress for himself is concerned, all he has gotten from various state and federal agencies is the bland brushoff that consumers with grievances often get. The New York Department of Motor Vehicles told him: "If the manufacturer certifies that a vehicle which has been manufactured in one year is of a model year of a later year, there is little choice for the Department but to accept the certification."

The state and federal officials I talked to about this juggling of the model year all are aware of the practice. But they tend to excuse it on the grounds that it has been going on many years, and that foreign cars do not undergo the noticeable annual model changes of American cars. So, the defenders of the practice say, the foreign cars do not suffer the same degree of loss in market value after the new model year that an American-made car does.

But there are enough holes in that argument to drive one of those foreign cars through:

For one, even if a new car has merely been sitting around and not used, age does deteriorate some of its components, such as the electrical wiring and body finish.

Too, there is no way of knowing how many miles the so-called new car actually has been driven. The distributors disconnect the odometer cable while the car is driven from the port of entry. There also is frequent exchange of different models between dealers, which involves further driving. The car also may have been used as a demonstrator. (This sometimes can happen in buying American cars too.)

In this case, the "1965" model Manella had bought in late October, 1964, actually had arrived in the U. S. the previous April, and no one knows when it was really manufactured.

While the distributors claim the model year does not affect the value of a foreign car significantly, the dealer said Manella's car had to be considered a 1964 model, when he explored the possibility of trading it in.

Finally, there may be significant model changes some years. If state motor vehicle departments continue to permit foreign cars made in previous years to be designated as the current model, buyers may not know whether they are getting the latest improvements. This is especially important to know now that additional safety features may be required from year to year.



## Senators Introduce Joint Bill To Block Oil Shale Giveaway

WASHINGTON—Identical bills aimed at the protection of vast government-owned oil shale deposits and blocking of a plan by Interior Secretary Stewart Udall to lease 30,000 acres of the rich lands to private oil companies were recently introduced by Senator William Proxmire (D-Wis.) in the Senate and in the House by Representative Phillip Burton (D-Calif.).

The deposits involved cover some 16,000 square miles in Colorado, Wyoming and Utah considered to be the largest oil reserve in the world with a value estimated at between \$2.5 and \$5 trillion. Eighty percent of the land is federally owned.

At hearings last spring before the Senate Antitrust and Monopoly Subcommittee, Udall's plan for the commercial leasing of a portion of the land was strongly opposed by the AFL-CIO which claimed these resources "should be developed for the public interest, not for private monopoly." Senator Phillip A. Hart (D-Mich.), chairman of the subcommittee, stated at the conclusion of the hearings that he was convinced that "the proposed program of the Department of the Interior may have had the effect of aiding in the monopolization of the oil shale deposits by the major oil companies."

Although the Interior Department held off on the plan, it is expected to bring the matter up again after completion of a new study scheduled to wind up shortly.

### Against "Rushing Ahead"

In presenting his legislation last month, Burton, a member of the House Committee on Interior and Insular Affairs which handles oil shale matters, stressed the importance of not permitting the Interior Department to "be pressured into rushing ahead with a development program based on inadequate information. We must insure that when the development does take place it is conducted in the best interests of the public and not for the benefit of a few greedy oil companies."

Pointing up the need for a "sensible, thoroughgoing development of one of the most valuable natural resource jackpots in the world," Proxmire told his Senate colleagues that his bill would insure such development "to the benefit of all 200 million of our constituents" and that "it is not only entirely appropriate, but a duty, for the Congress to speak out in behalf of the people by enacting (such) legislation."

Opponents of the Udall proposal, including AFL-CIO Legislative Director Andrew J. Biemiller, maintain that there is nothing to prevent the oil industry from developing the 20 percent of the oil shale lands it already owns for extraction and processing. There is no necessity, they feel, for encouraging action by these companies with give-away opportunities to acquire federally-owned oil shale lands at public expense.

## LABOR ROUND-UP

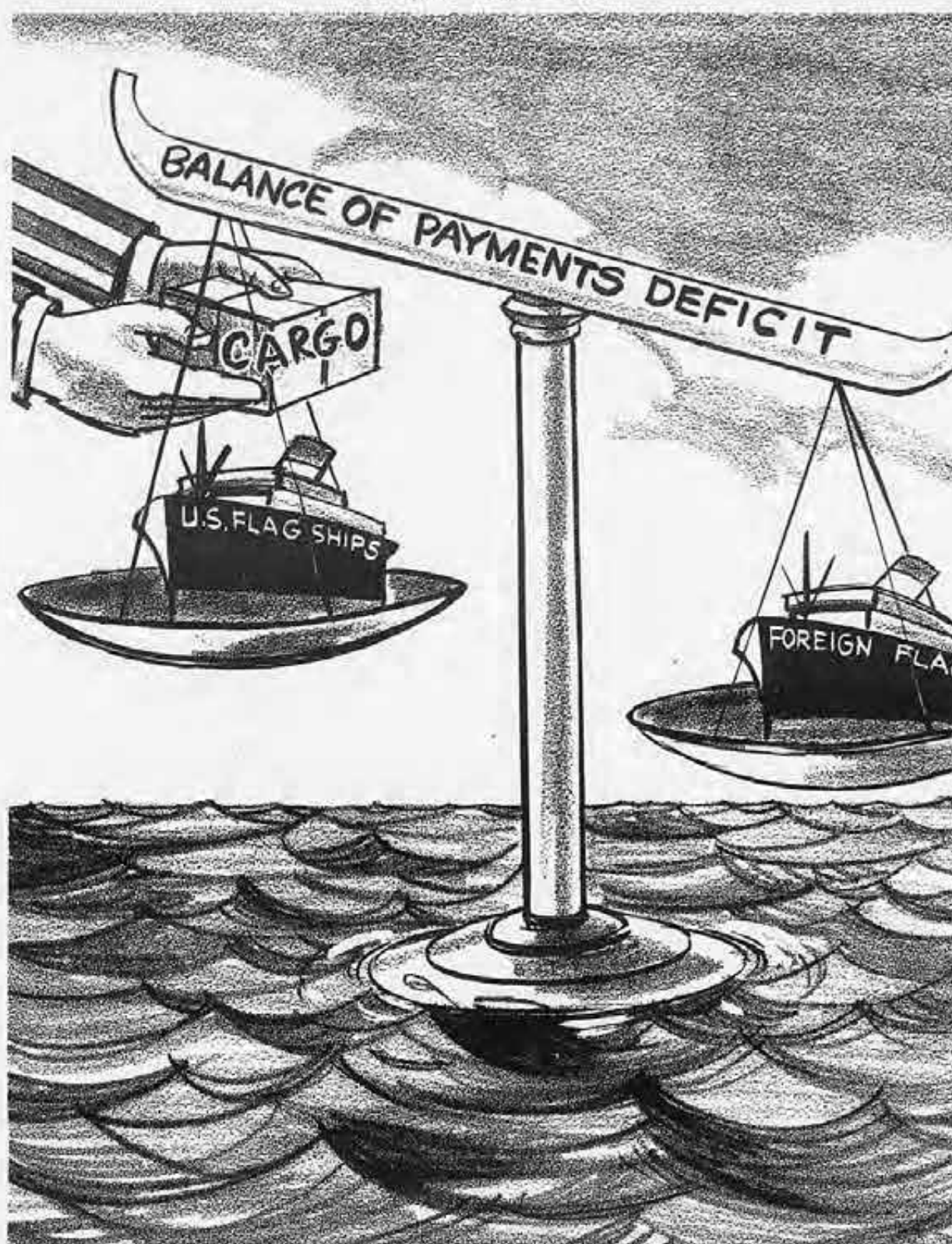
Custodial workers in the Washington, D.C. area are acquiring new skills and better paying jobs through a highly successful training program conducted by Building Service Employees Local 82 and 536. Trainees in the project are disadvantaged, unemployed or underemployed workers, preferably heads of households. They receive \$44 a week during training, plus five dollars for each dependent, up to six. The Manpower Development & Training project is financed with funds from the Labor Department and the U.S. Office of Education. To date, 256 persons have graduated from one of the project's 13-week courses.

A National Labor Relations Board trial examiner has found that the Goodyear Tire and Rubber Co. is engaging in unfair labor practices in making benefit programs for 30 nurses available only if they stay out of the union. Trial Examiner Leo F. Lightner's recommended order submitted to the NLRB would have the company stopped from disqualifying the nurses from retirement, annuity and pension plans. President Peter Bommarito of the Rubber Workers, which brought the charges on behalf of the nurses, hailed the findings as "a giant step forward in bringing about fair and equitable treatment for white collar workers through organization."

The Chicago AFL-CIO, which owns and operates radio station WCFL, has been granted a construction permit for WCFL-TV to operate on channel 38 of the ultra high frequency television band. The Federal Communication Commission's board of review ruled 2-1 in favor of the Chicago federation over one other applicant. Channel 38 is the last available television channel in Chicago.

Unemployment in most of the nation's industrial centers was higher in December than in the same month of 1966, the Labor Department reported. Of the 150 major labor areas surveyed, only 51 were in the "low unemployment" category of 1.5 to 2.9 percent. In December of 1966, there were 66 centers with low unemployment. The number of industrial areas with "moderate" unemployment of 3 to 5.9 percent was up from 76 to 90 over the year. Nine centers had "substantial" unemployment of over 6 percent, one more than in December 1966. There was little change from November to December, 1967. New Haven and Denver dropped from the low unemployment to the moderate unemployment category, while Flint, Mich., moved the other way as auto employment spurred following model change-over.

## Equalizer!



Renewed concern has been voiced by President Johnson in recent weeks over this country's ever-worsening balance of payments deficit but the most obvious means of remedying the situation, by stepping up U.S.-flag participation in ocean-borne commerce, is once again being overlooked by the Administration in favor of other measures.

For a long time now, maritime labor, shipping industry and Congressional spokesmen have been pointing up the fact that effective use of the U.S. merchant marine could substantially aid the balance of payments deficit which in the third quarter of 1967 was announced at a new high of \$2.68 billion. However, the Administration has consistently turned a deaf ear to this easily workable solution.

Although it might arouse considerable displeasure in big business circles, the first and most logical step for the government to take is a firm crackdown on the "runaway-flag" shipping which has been allowed to flourish unchecked for years to the benefit of giant U.S. corporations, greedy for greater profits at the expense of the citizens of their own country.

The balance of payments deficit is a common problem to all segments of the American economy and its inherent dangers to our entire society have brought repeated warnings from the Administration that the outflow of U.S. gold reserves must be reversed. Yet the average taxpayer is expected to bear the brunt of the burden while some of the largest corporations in the nation actually add greatly to the minus side of the payments scale by operating their own vessels under the flags of other nations.

At the present time, the aggregate tonnage of the runaway-flag fleet maintained

by U.S. companies for what they call, without conscience, their "convenience", is estimated at some 10.4 million. This fleet, which is a daily drain on this country's foreign exchange, is now larger than the privately owned U.S.-flag fleet but the Administration does nothing whatever to curb its growth.

As has been noted by several Congressional leaders, if action was taken by the government requiring that these "runaway" ships be brought under the American flag where they belong, about half of the U.S. balance of payments deficit could be erased in a comparatively short period of time.

Faced with the continual rise of the payments deficit, and in view of its often declared alarm over the situation, the Administration has no valid excuse not to move against the "runaway-flag" racket.

The claims of these American companies—which complacently disavow their share of responsibility to America—that they need their so-called "flags of convenience" in order to compete with foreign operators are largely a camouflage for their greed. The main objective of these outfits is to build ships cheaply overseas, avoid U.S. taxes by registering them in Liberia or other "runaway-flag" havens, hire foreign crews at sub-standard wages and gain an unfair competitive edge over the flag ships of their own country.

For too long successive Administrations have been well aware of the real motives of these companies and conveniently looked the other way. It now remains for the present Administration to do away with the runaway-flag operators—and slice a billion-odd dollars a year off the balance of payments deficit in so doing.



# 'there's a union train a comin'



Striking farm workers disembark from bus after last lap of trip that brought them across country to urge support in struggle against California fruit grower.

**A**N ANCIENT yellow bus carrying 47 travel weary striking farm workers from Delano, California, pulled up in front of SIU headquarters well after dark last Thursday night to mark the beginning of an in-person nationwide campaign to boycott all products of the Giumarra Vineyard Corporation.

The group—representing the AFL-CIO United Farm Workers Organizing Committee—was greeted on arrival after their seven-day transcontinental trek by SIU representatives and a hot dinner was waiting for the Californians who hit New York during a record-breaking spell of temperatures near Zero degrees. The SIU will host the farm workers, including 11 women and a six-year-old boy, at its Brooklyn facilities during their stay. Arrangements have been made to house, feed and assist them in every way possible.

As the nation's largest city and greatest potential distributing point for Giumarra products, New York was chosen by the United Farm Workers Organizing Committee as the focal point from which to combat the anti-union policies of the West Coast corporation, bring about recognition of their right to organize and also stop the importation from Mexico of "green card" holders for the purpose of illegally filling jobs in struck grape fields.

Green cards are issued to Mexican nationals for the purpose of commuting daily or seasonably to the United States to seek employment, but they also entitle the holder to cross the border at will. Under this system, green card holders are not held in violation by the U.S. Department of Immigration and Naturalization Service as "foreign strikebreakers" unless they come into the United States specifically for the purpose of working in a struck field. Thus, "permanent resident" green card holders are being used as scab labor and any grower who is not being struck can legally import workers from Mexico for himself—under the lax stipulations of federal law—and then shift them into the fields of strikebound growers.

This system, among other things, is one of the biggest factors that the Farm Workers Organizing Committee is trying to combat because it is the lifeblood

of growers, such as Giumarra, who hold out against the union and keep American farm workers at a level of subsistence which is tragically below the average earnings of other workers. They have no protection under the National Labor Relations Act, the minimum wage laws, child labor laws, unemployment insurance laws—which are vital to these workers because of the often seasonal nature of their work—or even social security coverage. Their average yearly earnings are seldom over \$1,500.

"Some encouraging success has already been achieved in other areas by the boycotting of labels," said Mrs. Dolores Huerta, a vice president of the UFWOC who was in New York with the strikers' delegation, "but similar success in boycotting the fresh products of a grower, in this case Giumarra grapes handled in major national markets, is much more difficult. We intend to canvass brokers, dealers, jobbers and distributors here in the hope of persuading them not to handle Giumarra grapes. Whatever picketing we may do will be in the nature of consumer education only. In any event, we mean to be successful—if it takes a month," the 37-year-old mother of seven said.

The UFWOC began its long battle against union resistance by the growers several years ago following passage of the Anti-Bracero Act, in 1964, which made it illegal in most cases for growers to import droves of foreign laborers at peon wages and starve American workers out of their fields. Although this federal law is circumvented to a large degree by California growers with the unofficial blessing of the state administration of ultra-conservative Governor Ronald Reagan, it does exist and provides the first legal foothold for efforts by farm workers to organize and force the hostile growers to recognize their demands.

Successful organizing campaigns have already been conducted at nine sizeable California companies—seven of them wine companies—with union contracts being signed. Most significant of these is the three-year contract with the giant DiGiorgio Corporation which became effective last April after a long and bitter struggle. Employing as many as 2,700 on three

ranches at harvest time, the DiGiorgio victory represents the largest contract ever won by a farm union. The precedent-setting DiGiorgio pact provided a pay increase which put the basic minimum wage at \$1.65 an hour and forced the company to reject its exemption under the state unemployment insurance program.

A few companies cooperated voluntarily with the farm workers—notable among them the Manischewitz and Tribuno wine makers—and signed union contracts without undue protest.

The big Giumarra Vineyard Corporation—and the tremendously profitable business it transacts under some 90 different labels throughout the nation—is, however, perhaps the most difficult and potentially significant foe the UFWOC has taken on to date. This is because, while it is a comparatively uncomplicated matter to reach the general buying public with requests to boycott product labels and familiar brand names, it is entirely something else again to curtail the marketing of fresh produce such as the table grapes, shipped by Giumarra for distribution to grocers and supermarket chains throughout the country, and bulk wine shipped to unspecified name bottlers.

Any housewife doing her weekly shopping, no matter how sympathetic she may be to the cause of labor, has no way of telling where the fresh bunch of grapes she buys for her family came from. By the same token, wine which is prepared and shipped by Giumarra in bulk, may find its way to the table of the most militant labor supporter under the label of another wine company.

The fact that Giumarra is shipping its products fraudulently under the labels of other, unstruck companies, with no interference from the state government, and also illegally obtaining "green card" strikebreakers under the deliberately blind eyes of the Reagan Administration, is what prompted the farm workers organizing committee to take their case to the nation during the present transitional pruning season in the Giumarra fields.

As explained by Mrs. Huerta and Fred Ross, director of organizing for the UFWOC, the time is now ripe because the grape picking season is over and only token pickets are required in Delano during the annual 16-stage pruning and preparation process underway at Giumarra between now and March. Picking of the next grape crop will not begin until next July and about 200 workers are required for the pruning.

The necessity for the campaign, which is expected to fan out to Boston, Philadelphia and other major cities if sufficient success is realized in New York, is possibly best illustrated by the fact that if farm workers were not denied their rightful privileges under established law, there would have been no need for the campaign at all.

Well before Giumarra was struck last August 3, the UFWOC had the majority of the company's work force organized—with some 1,000 signed authorization cards seeking an NLRB representation election. However, the company refused to recognize this mandate—banking on fear of reprisal—and a strike became necessary.



**Dolores Huerta, UFWOC vice-president:** "The whole city of Delano is against us—the mayor, the police, the town establishment... but we are determined and will win our battle."





SIU Pres. Paul Hall greets Dolores Huerta of UFWOC at January membership meeting. Seated (from left) are SIU Rep. McCartney, Mrs. Huerta, SIU Vice Pres. Shepard and SIU Rep. Leon Hall.

Hot meal was welcome to tired travelers. Only child among group was Tony Munoz, 6, eating here with his mother, Cuca, and father, Marcos.

Mrs. Huerta and Ross described in some detail the manner in which the work stoppage against Giumarra was achieved.

Workers in the Giumarra fields were—as is usually the case in such situations—broken up into scattered work crews, each with a so-called "crew pusher" who was assigned by the company to pick up his crew in a truck and deliver the workers to the fields each day.

The night before the strike was scheduled to begin, the UFWOC called the workers together at a meeting and arranged for groups of five, six or seven workers to picket outside the homes of company crew pushers at 4 a.m.—the time they left with their trucks to collect employees for the day's grape-picking. This strategy proved highly effective.

"When the pushers came out of their houses before dawn and saw five or six pickets in evidence," Mrs. Huerta recalled, "they realized something was up and they thought twice."

Discouraged by the pickets, some of the pushers stayed home with their trucks. Others who ventured out on their usual pick-up run were followed by members of the strike group, who talked members of the work force out of boarding the truck as it went from house to house.

As a result of this union action, UFWOC Director Cesar Chavez told a Senate subcommittee, which last fall held a hearing on the use of alien strike-breakers, that "over 800 workers walked out of the Giumarra field after management refused to grant a representation election." Within four days, the regular work force of 1,000 was down to 50 and pickets were installed in the various fields.

Had the National Labor Relations Act applied to the farmworkers, the Giumarra fields would be organized today. Unfortunately this was not the case.

With the obvious full backing of the Reagan Administration, legal machinations and intimidation procedures were brought to bear by Giumarra.

The initial block thrown in front of the farm workers after their success in virtually emptying the fields, was a crippling injunction obtained by

Giumarra in the Superior Court of Kern County (California). Next came harassment, direct violence encouraged by growers, and calculated evasion of the federal law controlling use of "green carders"—all conveniently overlooked by the Reagan establishment which was recently enjoined by a high court from using convict labor in other California fruit orchards which have been struck.

Provisions of the injunction clearly showed the anti-labor feelings dominant in the state's corporations and government. It prohibited picketing in the front of pusher's houses and any contact with workers—either in the fields or in their own homes—by union representatives. In line with this, the use of bull horns was also outlawed so that the voices of organizers could not be heard in the fields and police were assigned to escort crew pushers' trucks.

The UFWOC fought the ban on bull horns in the federal court and won after two weeks of litigation. The company's answer to this was to set employees to work in the middle of the vast fields—instead of at the edges as is the usual practice—so that many were unable to hear the bull horns. Any workers who did quit the fields in response to union urging were quickly replaced by additional green carders.

The court injunction also limited the union to only six pickets per field and these were ordered to keep 50 yards between them.

Before the backing received from the courts, Giumarra also resorted to classical union-busting tactics. Out of "nowhere" came drunks, skid row characters and pool-hall hangers-on to beat up and intimidate the women, children and elderly men among the pickets. There were other incidents of violence at a Giumarra packing shed outside Bakersfield which included further beatings and in which picket signs were torn up.

Fully endorsed and supported by the AFL-CIO and scores of affiliated labor groups all over the country, the UFWOC plans to hold out against Giumarra until victory is achieved.

In the course of their cross-country trip, Mrs. Huerta said, the farm workers were given encouraging evidences of support by sympathetic groups and individuals who put them up at overnight stops in such cities as Phoenix, Albuquerque, Oklahoma City, St. Louis, Chicago and Cleveland.

When in Delano, Mrs. Huerta related, the several hundred families involved in the strike are supported entirely by voluntary contributions. A strike store has been set up to provide food, fresh milk and clothing, and each adult worker actually involved in the picketing is given \$5 weekly spending money.

Evicted from their homes on Giumarra property after the strike began, some of the workers moved in with other families and houses for others were rented with funds donated by other unions as well as sympathetic individuals.

They have their own clinic which was originally set up by Peggy McGovern, a professional nurse, in one room of the strike committee's offices. Today the clinic is located in two house trailers linked together and has an additional nurse plus a doctor who joined the clinic just two weeks ago.

"The whole city is against us—the mayor, the police, the town establishment," Mrs. Huerta said, "but we manage quite well." Typical of the obstacles that have to be overcome involved a dentist who came to Delano to offer his services to the strikers, she said. The mayor, who is a dentist himself and a member of the State Dental Board of Examiners, did what he could to discourage the volunteer dentist by having him thoroughly investigated.

Asked how the prolonged strike affects the children of the workers, Mrs. Huerta said that while it did work some hardship on them, their schooling continues uninterrupted and they learn self-reliance early.

"We encourage them to participate in the campaign actively," she said, "and through their personal involvement they gain a realistic knowledge of life and the problems we all must share. This, we think, can be valuable to their development as individuals."



Catalina Tarlibon, one of 11 women strikers in delegation, is happy to unpack in quarters furnished by the SIU.



Fred Ross, UFWOC organizing director, briefs visiting farm workers on arrangements made for their stay in New York of two weeks to a month.

SIU International Representatives Pete Drewes, right, and Irv Spivack, second from right, look on with Fred Ross of United Farm Workers as members of striking group sign up for meal books at SIU headquarters. All 47 migrant workers are being hosted by SIU during campaign.



# Meany Urges Congressional Action On 'Backlog' of Priority Legislation

WASHINGTON—AFL-CIO President George Meany called on the second session of the 90th Congress to act this year on a "shocking" backlog of unfinished business and unmet national needs. He appealed to union members and their families to make their voices heard on Capitol Hill "stronger than ever" so that Congress will "do better" in this election year session than it did last year.

"What the 90th Congress does in its second session will be determined not by lobbyists or by official spokesmen," Meany said, "but by constituents who make their voices heard."

He warned that a program of jobs for the hard core unemployed, "so urgent in this time of urban crisis, can no longer be delayed. Of equal urgency, he said, "is the need for a massive housing program for low and middle income citizens."

He asked further steps "now" to assure equal rights and equal opportunity—including open housing.

"Long overdue," Meany said, is congressional action on bills to give collective bargaining rights to farm workers and restore picketing rights to construction workers.

The pending higher education and vocational education bills must be "strengthened, not weakened," he declared.

"Above all," he said, "the people of America must insure that

their legislators support their President and their armed services in Vietnam and that our defense of freedom in Vietnam is not used as a false excuse for halting progress at home."

Meany's comments were made in the preface to a new edition of the pamphlet, *Labor Looks at Congress*.

## 'Limited Progress'

There was some "limited progress" in the first session, Meany noted, such as passage of a strong meat inspection bill. But "the price enacted by the conservative coalition for the survival of social progress was a drastic cut in the money provided to achieve it," he stressed.

"Appropriations were inadequate in every case and pitiful in many. The obvious intent was to starve out programs which the conservatives could not, or did not dare, repeal."

A replay of the budget battle is obviously in store for the second session starting January 15.

The Senate will plunge immediately into one of its most controversial legislative battles—on new civil rights legislation.

Shortly before adjournment, Majority Leader Mike Mansfield made the pending order of business in the new session a bill making it a federal crime to injure, intimidate or interfere with a person exercising specified rights, including among others voting, attending school, applying for a job, or making use of public accommodations.

The bill passed the House and in somewhat improved form was approved by the Senate Judiciary Committee.

Civil rights supporters hope to amend it on the Senate floor to add on other portions of the Administration's civil rights program—which had initially been broken up into several bills to speed action.

The other sections include an open housing proposal, strengthening of equal employment opportunity enforcement, and a bar on discrimination in selection of juries.

A southern filibuster is virtually certain, and two years ago similar legislation was killed when Senate Republican Leader Everett McKinley Dirksen joined with the Dixie bloc to prevent the two-thirds vote needed to limit debate.

Committee action is likely to dominate the House side of the Capitol during the early weeks of the session.

A bill of special importance to the AFL-CIO and the nation's farm workers will be the order of business when the Education and Labor Committee meets January 23.

## End Exemption

The subcommittee-approved bill would end the exemption of farm workers from the National Labor Relations Act. It would provide for union recognition and bargaining rights under the same procedures used in the construction industry, where the work force is also temporary.

Meany testified for the bill at subcommittee hearings and a companion measure is being considered by the Senate Migratory Labor subcommittee.

## U.S. Court Hits Drug Companies On Price Fixing

NEW YORK — Three major names in drug manufacturing have been found guilty by a federal jury of conspiring to control the production and distribution of more than a billion dollars worth of antibiotics.

American Cyanamid, Bristol Myers and Charles Pfizer & Co. were convicted of violations of the Sherman Antitrust Act for price fixing activities between the years 1953 to 1961.

The companies, said the government, entered an agreement in the mid-50s to produce and distribute certain antibiotics in a way that monopolized the market for the big manufacturers.

## New Addition to SIU Pension Roster



Wilfred Chahman (right) gets his first SIU pension check from New York Headquarters Rep. E. B. McAuley. The veteran Seafarer last shipped on the *Battle Creek*. Brother Chahman lives in New York City.

## The Pacific Coast

by Frank Drozak, West Coast Representative



The Reagan Administration has withdrawn its threat to drop 160,000 poor people from the State's mental assistance program. Finance Director Gordon P. Smith took a second look at the financial picture and decided there is enough money to pay for the Medi-Cal program after all.

This is a complete switch from the previous position announced by the Reagan Administration. Apparently, the Administration has been swayed by the heavy public opposition to this callous treatment.

The June 4 Presidential Primary looks like a horse race, with Governor George Wallace apparently



Fitzgerald



Buie

qualifying as a candidate. He is running on the so-called American-Independent Party. President Johnson was endorsed by Labor and Governor Reagan is a favorite son candidate. Another possible addition may be the Peace and Freedom Party, if they get enough signatures to make the primary.

## San Francisco

Shipping is still going strong here. We have paid-off and signed-on the following ships: *Selma Victory*, *Fairland*, *Iberville*, *Mankato Victory*, *Eagle Voyager*, *Transpacific*, *Bowling Green*, *Fanwood*, *Duke Victory*, *Wayne Victory*, *Halcyon Tiger*, and *San Juan*.

Carroll Quinna has an AB's job on the *St. Lawrence*, while Jack Fitzgerald caught an FWT's slot on the same ship. J. A. McDougall is bosun on the *Halcyon Tiger*, heading for Vietnam. The *St. Lawrence* will head for a year's run between the Persian Gulf and Far West.

## Wilmington

Shipping has been excellent during the last period. The *Achilles* has called for a full crew and

we have lots of jobs for rated men in all departments. A total of 12 ships are in transit.

Ruel Barr, chief cook on the *Seatrain Savannah*, is looking for a good run to the Far East.

Richard Buie, who normally ships from the Gulf, is here looking for a cook's job running to Vietnam.

## Seattle

Wes Christianson, last off the *Marore* as AB, plans on taking a short vacation before going out again. Wes is a 20-year man.

Ed Lessor was an AB on the *Halcyon Tiger*. After some personal business, he's ready to sail again.

"Duke" Sampson plans on a short vacation after a run on the *Cottonwood Creek* as bosun.

## Sea-Land Fleet Continues Growth

ELIZABETH, N. J.—Sea-Land Service, Inc. currently expanding its containership capacity by 30 percent, expects to have five more containerships operating by spring.

Two ships with space for over 650 containers were recently added to the company's service which last year included 28 cities in America, the Caribbean, Europe, and Asia.

Service to the Philippines and four ports in Vietnam are now part of Sea-Land's regular service.

The line operates seven vessels in Vietnam service, carrying about 10 percent of that nation's ocean-borne cargoes.

## NFL Players Set Goal On Union Recognition

HOLLYWOOD, Fla.—The National Football League Players Association last week took formal action to register itself with the U.S. Department of Labor as an independent "de facto union," the group's legal counsel, Daniel S. Shulman, announced.

John Gordy, Detroit Lions guard, was elected president of the association at its organizational meeting here and Shulman, a Chicago labor attorney, was appointed as the new union's negotiator with the club owners as well as legal counsel.

An early meeting with NFL President Arthur Modell was requested by the association for the purpose of presenting its demands. A top priority demand, Shulman said, would be payment of \$500 to each player in all pre-season games "and/or a reduction in the number of those games." At present, players get \$10 a day from the start of the training period until regular salaries begin some nine weeks later.

No further demands were revealed officially but they are reported to include increased owner payments into the player pension fund beyond the present rate of about \$1 million a year, an NFL-AFL all-star game with all proceeds turned over to the pension fund, and a stipulation that the association enter into licensing agreements for merchandising promotions and group endorsements instead of the league, as is presently the case.

## See "Stronger Role"

Gordy said the unionization move was made because "the players wanted their association to be more forceful and to play a stronger role in collective bargaining with the owners." He emphasized, however, that "we are not interested in bargaining for individual player salaries" and "are not out to disrupt the present player-owner relationships in any way."

"All our demands will be negotiable as with any union," Gordy declared. "However, the association will take a strong but reasonable attitude to protect its members and to see that player demands are met."

When the NFL Players Association was first founded 11 years ago, the league and then commissioner Bert Bell refused to recognize it. However, a threat by the association in November, 1957, to sue the league for \$4.2 million on federal antitrust charges brought not only quick recognition but establishment of the pension fund which now is named after Bell, who died in 1959.

In a similar action, the American Football League Players Association voted last week to apply to the National Labor Relations Board for designation as official representative for its players. Because of its greater seniority, the NFL group did not feel an NLRB application was necessary.



## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Incomplete figures released here report that tonnage on the Gulf Intracoastal Waterway registered a monumental increase of 17.4 percent for the first nine months of 1967.

As a result, New Orleans towing firms have either increased their fleets, or are planning to do so. The port however, showed a decrease in the import and export tonnage figures. Export tonnage was placed at 9,617,550 tons and import tonnage at 3,626,499, down nine and three percent respectively.

A number of reasons were given for the drop in figures. In July, the Dock Board raised the wharfage fee from 15 to 35 cents a ton. New Orleans Public Belt Railroad switching charges were increased by \$4.95 per car. These moves resulted in a shift of cargo to ports where freight costs are lower than New Orleans.

This port maintained its position as the nation's largest grain exporting center, despite a drop of 12 percent. Bananas and coffee also declined; bananas by 28 percent in tonnage and coffee by four percent in the number of bags.

The loss of a major banana importer to Gulfport, Miss., accounted for the loss of banana tonnage. Nevertheless, there are some bright areas. Bulk imports increased by 15 percent and exports by 17 percent. Gains were reported in the handling of sugar, cotton and molasses.

### Houston

Shipping took an upswing in this port with the Manhattan picking up almost a full crew. The Yellowstone, Sacramento, Hudson, and Missouri are all heading for Brazil.

Lester Peppett and George Atcherson are in hospital and we wish them a speedy recovery.

### Mobile

Jack Troclair is back after a run on the Alcoa Explorer. A

member of the deck department, he's sailed in all ratings.

William Gardner had a long stay on the Del Rio running to South America. Bill, who sails in the deck department, is catching up with some homelife in Pascagoula, Miss.



Atcherson



Troclair

J. T. Myers had a long stay as steward on the Cottonwood Creek. He is currently in drydock and hopes to be ready to ship in a short time.

# Nine Additional Seafarer Veterans Added to Growing SIU Pension List



Swiszcowski



Mason



Franquiz



Watson



Westphall



Morse

The names of nine Seafarers have been added to the growing list of men retiring on an SIU pension. The new additions to the pension ranks include Raymond Callis, Harold Westphall, Adam Swiszcowski, John Flynn, Eldred Bates, William Franquiz, Eugene Watson, William Morse and William Mason.

Raymond Callis joined the Union in the port of Norfolk.

He was born in Virginia and lives in Mathews, Va., with his wife, Margaret. Callis was employed by the M. Lee Hudgins Towing Co.

A member of the steward department, Harold Westphall's last ship was the American Son. He joined the SIU in Mobile and is a native of



Callis

Denmark. He lives with his wife, Myrtle, in Satsuma, Ala.

Adam Swiszcowski was born in Poland and lives in Toledo, Ohio. He sailed as AB and joined the Union in Baltimore in 1943. His last ship was the Oakland.

John Flynn was born in New York and lives in Woodside, N.Y. He sailed as a FOWT, and his last vessel was the Panama. Flynn joined the Union in the port of New York and sailed 23 years.



Flynn



Bates

A native of Mississippi, Eldred Bates lives in New Orleans with his wife, Mabel. He sailed as steward and joined the SIU in Mobile. His last vessel was the Southwestern Victory.

William Mason sailed as deck engineer, machinist and pumpman. Born in Boston, Mason now lives in Baltimore. He joined the Union in Philadelphia and sailed for over 20 years. His last ship was the Norina.

William Franquiz sailed as AB and bosun. Joining the union in Tampa, he is a resident of that city with his wife, Grace. Franquiz last ship was the City of Alma. He was born in the state of Florida.

Eugene Watson was a member of the steward department and joined the SIU in New York. A native of Portsmouth, Va., he lives in New York with his wife, Mabel. Sailing for 29 years, his last vessel was the Alcoa Explorer.

William Morse is a native of Alabama and joined the SIU in Mobile. He sailed as chief steward and his last ship was the Neva West. Morse resides in Mobile with his wife, Mildred. He sailed with the SIU almost 30 years.

## Study Reveals Anti-Unionism In High School Textbooks

WASHINGTON—Many social studies textbooks still in use in high schools are strongly slanted against unions, collective bargaining and social welfare programs, though the newer texts are improving, a California history teacher has charged.

Will Scoggins, a faculty member in the Department of History at El Camino College, discussed the problem in an article titled "The Anti-Labor Bias in Schoolbooks," appearing in the December issue of The American Federationist.

Scoggins pointed out that 1.5 million new workers enter the labor force each year, most of them with at least a high school education. What, he asks, have these young people been taught in school about what it means to be a member of the U.S. working force.

Scoggins drew mainly from his own detailed study of the 46 high school districts in Los Angeles County. He said the diversity of these schools, plus the findings of other teachers who studied the problem, indicate that an abundance of anti-labor bias exists in books used across the nation.

There are excellent high school texts, Scoggins observed, but then there are others "of extreme innocence and simplicity." He said he found "an overwhelming emphasis" on the theme that labor has been responsible for many strikes "and much violence and death."

Scoggins said one U.S. history text presented a picture "of threatening demonstrators" to illustrate the Republic Steel strike of 1937. The book said police advanced on 2,000 strike demonstrators at Republic's South Chicago plant, noted flatly that 10 people were killed and said the bloodshed "caused the public to turn against the CIO temporarily."

"The truth," Scoggins wrote, "is that there were only about 300 pickets in the area and that, as every union man over 40 knows, the 10 dead men were all killed by police bullets."

Scoggins said Foster Rhea Dulles, a well-known historian, pointed out that the "Memorial Day Massacre" of 1937 at Republic Steel developed wide public sympathy for the strikers.

Scoggins discovered the most popular textbook on U.S. government proclaiming "The economic gap between workers and owners has narrowed almost to the point of extinction." The second most popular U.S. history text in Los Angeles reported that the "lower classes" in America have been "virtually" eliminated, conceding "there were still poor Americans in the 1950s, but sociologists had to look hard to find segments of impoverished people. . . ."

Related to such views, Scoggins said, was an absence of critical questioning on social welfare issues and seldom any description of the collective action of people to achieve reforms and extensions of liberty.

Yet, he concluded, while textbooks are not what they should be, "they are definitely getting better." On all the issues he analyzed, Scoggins added, the books published since 1960 are noticeably better than older books and those published since 1964 are "better still."

Scoggins attributed the improvements to the insistence of organized labor that it be given credit for its contributions to the growth of the nation, the extension of human rights and the winning of dignity through collective action.

## AFL-CIO Gives Full Support To Overseas Spending Cut

WASHINGTON—President Johnson's order curtailing private investment by U. S. corporations abroad to reduce the nation's balance of payments deficit has the "complete support and endorsement" of the AFL-CIO, Federation President George Meany declared recently.

It has long been the view of the AFL-CIO, Meany said in a statement, "that such regulation is essential." He pointed to a resolution adopted by the recent AFL-CIO convention which said:

"Until the balance of payments problem improves, there should be direct restrictions on U. S. investment in developed countries."

Meany voiced support also for the "thrust of the President's general recommendations" for other steps to strengthen the dollar and cut the payments deficit but said the federation would present its detailed views as each item is presented for "legislative or administrative action."

The President, in a New Year's Day statement on the balance of payments problem, proposed a seven-point program topped by his executive order curtailing U. S. corporate investment overseas.

Other proposals include a contraction in bank lending to foreigners, curbs on tourist travel abroad, spurs to return foreign profits to the U. S., more financial aid for exporters, more purchase of defense goods and U. S. securities by American allies, reducing civilian government employment abroad and attracting

more foreign visitors and investment.

The President stressed that the balance of payments problem is of "vital concern to the economic health and well-being of this nation and the free world." The nation, he noted has had payments deficits for 17 of the last 18 years and for a time those deficits were needed to help the world "recover from the ravages of World War II."

The deficit, now estimated at between \$3.5 to \$4 billion for 1967, can no longer be tolerated, he said, and action is needed to bring the balance into equilibrium or close to it in 1968.

He stressed that on the domestic front "no business before the returning Congress will be more urgent" than enactment of the 10 percent surtax, proposed by the Administration last year.

He called also for restraint in wage-price decisions.

On curtailment of U. S. corporate investment, the President said his order would cut the payments deficit by \$1 billion below the 1967 level. This includes a moratorium on all new direct investment outflows to continental western Europe except Greece and limits on investment in other developed countries at a level of 65 percent of a company's average investment in 1965-66.

## SEAFARERS LOG

Jan. 19, 1968 • Vol. XXX, No. 2

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

Executive Board  
PAUL HALL, President

CAL TANNER, Exec. Vice-Pres.  
EARL SHEPARD, Vice-President

AL KERR, Sec.-Treas.  
LINDSEY WILLIAMS, Vice-President

ROBERT MATTHEWS, Vice-President

Editor  
MIKE POLLACK

Staff Writers

PETER WEISS  
HARRY WITTSCHEIN  
STEVE STEINBERG

Staff Photographer  
ANTHONY ANSALDI

Published biweekly at 810 Rhode Island Avenue N.E., Washington, D. C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. HYacinth 9-6600. Second class postage paid at Washington, D. C.

POSTMASTER'S ATTENTION: Form 3579 cards should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232.



# Rev. Oliver Recalls Seafaring Career And Early Days of Labor Organizing

The life of a Protestant clergyman in Union, New Jersey, might seem quiet to former Seafarer Reece B. Oliver, but he can look back on a long career, not only a Seafarer, but in labor and public affairs, as well.

Reverend Oliver is a "stand-by" clergyman, filling in when needed, he told the LOG. "At my age, 61, they're not about to give me a church of my own." He is Chaplain for Union's VFW Post Michael A. Kelly 3. Still very much interested in the SIU, Reverend Oliver, who sailed as a chief electrician, calls on retired Seafarers at Snug Harbor and visits veterans hospitals.



Oliver

For many years, Reverend Oliver was deeply involved in the labor movement. "I studied for the ministry in 1927 and when the depression came, I needed a job," he recalled. R. J.

Goerke, head of the Newark department store, sponsored him for summer training to work with youngsters in the area.

Oliver had to put off becoming a full-time minister during the depression. In the early thirties, he went back to his home in Belmont, N. C., to help take part in a textile strike. Brother Oliver has vivid memories of that period. "Practically my whole family was involved; I directed a big part of the strike from a rooftop. It was too dangerous on the street because the National Guard was called in to break it up and they used bayonettes."

"I will never forget one man I saw bayoneted to death," he re-

called "The man had seven children. It was a very long strike and of course, at that time the union was weak. From then on, I was involved in many strikes, including the SIU's strike against the U. S. Steel - Isthmian line."

Seafarer Oliver said he was called "Deacon" in those days and throughout his seagoing career. He considers the seamen's unions responsible for "rejuvenating" many other labor unions. "They got the ball rolling for other unions," he emphasized.

Having served in the Navy from 1921 to 1925, he was not unfamiliar with the sea when he turned to the merchant marine. He was sailing when World War II started and found himself in the war zone at the outbreak of hostilities.

"The neutrality act had been changed, so seamen couldn't take part until the U. S. was officially involved," he said. "I went to work in the Federal Shipyards in Kearney, N. J." Before long, Brother Oliver was appointed a general labor organizer in the yards.

"I helped get a lot of workers into organized labor. In fact, I just met two carpenters I had brought into a union during the war," Brother Oliver related. Among the union officials he met was Harry Van Arsdale, today

head of the New York City Central Labor Council.

Brother Oliver's own job was electrical maintenance. In 1944, he joined the SIU, shipping with the union until the late 1950's. "I remember my last ship was the Robin Tuxford," Reverend Oliver recalled.

When Eastern Airlines flight engineers went on strike, Reverend Oliver arranged for them "to hold meetings in my home and find additional meeting places." In fact, Reverend Oliver himself holds a pilot's license. "I have a Luscombe, a type of aircraft you don't see much anymore," he said. The plane is 85 horsepower with upper wings and "built like a Mack-truck." The plane has about 12,000 miles on it. I use the plane to travel around the area in my work. It beats driving, I can stay longer and I get in some 150 flying hours a year. Once I made a crash landing. They started to call me "the flying Chaplain" after that.

Reverend Oliver enjoys hearing from his old seafaring buddies. He recently received a camel saddle, bought in the Mid-East, from Bob Black, who had been his assistant electrician.

Reverend Oliver, who has a married son and daughter, makes his home in Union with his wife Elfriede.

## Seafarers Urged to Sign-Up For Supplementary Medicare

WASHINGTON—A one-dollar boost in the monthly premium for Medicare's voluntary or supplementary insurance program has been announced by the Department of Health, Education, and Welfare, raising the premium to \$4.00 beginning April 1, 1968. The SIU will fully reimburse Seafarers for the cost of the supplementary program.

The Seafarers Welfare Plan, in addition, will provide greater benefits to Seafarers over 65 who sign up for the Medicare voluntary insurance program (Plan B) than to those who do not. Such benefits will include the extended financing of hospitalization, doctor bills, and other medical expenses, now only partially covered by Medicare.

The largest single item going into the premium increase is higher doctors' fees, which have gone up sharply since Medicare's inception and are expected to continue rising at the approximate rate of five percent per year.

Part of the cost will also finance added benefits provided in the Medicare provisions of the new Social Security amendments. There will be fewer exclusions under the new law. For instance, the insurance will pay the full charge for X-ray and pathology services to hospital patients and cover more physical therapy services.

### Enroll for Benefits

Seafarers approaching the age of 65 are advised to sign up several months beforehand, in order to be eligible for benefits. Application for the voluntary insurance program of Medicare may be made by contacting the nearest Social Security office.

However, the SIU Social Security Department points out that Seafarers must sign up for Plan B, in order to receive the benefits that it offers. If they do not, the Seafarers Welfare Plan will not compensate them for the coverage that Plan B would have provided. Therefore, those Seafarers who do not take advantage of Plan B will have to finance about 90 percent of their medical expenses by themselves.

Seafarers must also advise the SIU of their supplementary Medicare coverage in order to be reimbursed for the \$4.00 premium. This can be done by contacting the SIU Social Security Department, 675 Fourth Avenue, Brooklyn, New York 11232. All that is required is the I.D. card that will be given to you by Medicare when you sign up for Plan B, or a copy of the card. The SIU Social Security Department will return the card to you after enrolling you in the Seafarers Welfare Plan.

## British Seamen Thank Duval Crew To The Editor:

We would like to extend our gratitude to the crew of the Duval, especially to steward John Tilley, for the great reception they gave us in East Pakistan.

We are two English guys who had the misfortune to join one of those runaway flag ships and were almost starving. In fact, we went to the Duval to ask if we could eat on board. With the reception they gave us, anyone would have thought we were President of the United States.

So once again, you guys, many thanks and to you John, if we ever meet up with you again, you can be our guest for a night on the town.

Good sailing,  
Tony and Paul

## Seafarer Boosts The LOG

To The Editor:

Seafarers may rightly take pride in their LOG of late. The quality of articles, cartoons and photography has improved noticeably.

We have seen expert pictures reproduced on better paper stock that results in a print almost as good as a glossy snap-

## LETTERS To The Editor

shot. As noted in the latest LOG, the cartoons have been winners of awards. A special praise goes to the articles on subjects of general interest to seamen, such as foreign shipbuilding, oceanographic survey findings, electronic fishing and the laying-up of the Queen Mary.

Each is well reported, informative and educational, combining to make absorbing reading. We have reports of unusual talents of Seafarers, which include photography, writing, playing and writing music, poetry, and to some lucky shipmates, creative craftsmen in the culinary arts.

Coupled together with current news items pertaining to the industry, old standbys about the milestones of SIU members, reports and notices, the LOG gives members a newspaper that stands tall among the trade union publications. Thank you for upgrading it.

Sincerely,  
D. W. Prindle, AB  
P-31743

## Wishes the Best To Good Ship SIU

To The Editor:

During the last twenty years, the Seafaring vocation has been making steady progress, and the SIU has always had the best agreements and living conditions in the seafaring industry.

Thanks and three cheers to our past and present aggressive and progressive elected officials and militant rank and file members of the Seafarers International Union of North America. I am proud to have played a small part in it. We pensioners

are thankful for the welfare and pension plan set-up and all connected with it. Now we do not have to be afraid to end our days on skid row and be found in some dark alley, then carted away next morning to Potter's Field by city trash collectors.

May the good ship SIUNA always have a fair wind in her sails and first class pilot at her helm and our Patron Saint Elmo light and show the way to Valhalla safe harbor. Happy landing and happy new year to all Seafarers belonging to the brotherhood of the sea.

John Taurin T48  
Baltimore

## Wants FDL Plan Buried With 1967

To The Editor:

Here I was, just starting a brand new year and making the usual New Year's resolutions to try to do everything a little bit better and a little bit more wisely in the coming 12 months, when I read of the Military Sea Transport Service's intention to start all over again with that ridiculous business of the Fast Deployment Logistics ships and got discouraged.

I'm sure others must have felt the same way I did. When individual citizens make up their minds to make a little more effort toward common sense and the correction of past errors, their government kicks off 1968 by dragging out one of the most senseless mistakes Congress saved it from making last year and dusts it off for another go-around.

Of course the idea of the FDLs doesn't make any more sense this year than it did last, but just the thought that the Administration is still willing to pour two billion-odd dollars into these otherwise useless "floating military warehouses" while our merchant marine continues to lie ignored and in a state of near decay, is frightening.

They talk about the staggering federal budget and the fact that the government must cut down on its spending but they seriously advocate spending \$5 million each on FDLs, which almost everyone else in Washington long ago decided could only be a wasteful and unsuccessful experiment.

This instead of supporting construction of American-flag merchant vessels which could not only do everything the Navy Department claims the FDLs would be used for, but could chop many millions of dollars off the outflow to foreign countries of U.S. money as well.

A good New Year's resolution for the Administration to make would be to stop being penny wise and pound foolish where the U.S. merchant marine is concerned. It is time to recapture some of our lost foreign exchange revenues by getting international cargoes back in the holds of American ships and stop dicker over building expensive toys which the Defense Department is likely to tire of after a year or two and then discard in favor of some new whim.

Charles Thompson

**TAMARA GILDEN** (Transport Commercial), December 8—Chairman, W. G. Bigby; Secretary, J. W. White. \$2.80 in ship's fund and \$117.10 in movie fund. Brother Ed Rogg was elected to serve as ship's delegate. No beefs were reported by department delegates.

**ASBURY VICTORY** (Bulk Transport), December 17—Chairman, A. Paige; Secretary, Leon J. Webb. Brother Clark was elected to serve as ship's delegate. No beefs and no disputed OT reported by department delegates. Good crew aboard.

**AZALEA CITY** (Sea-Land), December 20—Chairman, Jose Ross; Secretary, Pat. Motion was made to contact patrolman at New York regarding pension plan. Vote of thanks to the steward department for a job well done. Brother B. Hanback was elected to serve as ship's delegate.

## DIGEST of SIU SHIP MEETINGS

**TRANSLOBE** (Hudson Waterways), January 8—Chairman, Ernest W. Pierce; Secretary, Leroy Guley. Some disputed OT in engine department to be taken up with patrolman. Ship's delegate to contact Yokohama Hall regarding payoff.

**OCEAN ULLA** (Maritime Overseas), January 7—Chairman, Francis McGary; Secretary, John D. Pennell. \$3.34 in ship's fund. Some disputed OT reported by each department delegate. Motion was made that the U.S. Coast Guard at Guam be notified about the Arc Welding job that is now going on.

**PRODUCER** (Marine Carriers) 3, December 24—Chairman, John Shannon. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.



# FINAL DEPARTURES

**William Burnett, 51:** Heart disease claimed the life of Seafarer Burnett on November 21, at his home in Norfolk. He was born in Lewiston, N. C. Joining the SIU in New York, he sailed in the steward department. Brother Burnett's last ship was the Alcoa Trader. He is survived by a sister, Leah Hunter, of Norfolk. The burial was held at the Hampton National Cemetery, Hampton, Va.



**Vernon Ratering, 39:** Brother Ratering died October 9, in the sinking of his ship, Panoceanic Faith. He was a member of the steward department. Brother Ratering joined the Union in the port of Houston. Born in Holland, Mich., he had resided in Danforth, Ill. Brother Ratering had previously sailed in the Great Lakes. Surviving is a brother, Norman Ratering of Aplington, Iowa.



**Juan Garza, 24:** An automobile accident claimed the life of Brother Garza on November 15, in Houston, Texas. Brother Garza was born in Houston and resided in that city. He joined the Union in that port and sailed as messman. His last vessel was the Del Campo. Surviving is his wife, Maria. Burial was held in the Garden of Gethemani, Houston.



**James Francis, 61:** A heart attack claimed the life of Brother Francis, November 26, at Mercy Hospital, Buffalo, N. Y. He sailed on the Great Lakes and joined the Union in the port of Buffalo. He was born in that city and was a lifetime resident. Brother Francis sailed as tugman and was employed by the Great Lakes Towing Co. He is survived by his wife, Margaret. Burial was in Holy Cross Cemetery, Buffalo.



**Virginius Morgan, 65:** A heart ailment claimed the life of Brother Morgan, October 18, in Santo Domingo, Dominican Republic. He was born in Mobile and made his home in that city. Brother Morgan sailed as a cook. He joined the SIU in Philadelphia and sailed 20 years. His last ship was the Alcoa Roamer. He is survived by his wife, Verdel. The body was returned to Mobile for burial.



**Anthony Bender, 39:** A hemorrhage claimed the life of Seafarer Bender while sailing on the Seatrain Texas. Death occurred in Saigon on August 26. Brother Bender was a member of the deck department and qualified to sail as bosun. He was born in Pennsylvania and made his home in Edensburg, Pa. Brother Bender joined the Union in 1945 in Boston. He is survived by his mother, Mrs. Marcella Bender of Edensburg. The body was returned to that town for burial.



**Joseph Blank, 49:** Bronchopneumonia claimed the life of Brother Blank, December 17, at the USPHS Hospital, New Orleans. At the time of death, he was on an SIU pension. A native of Baltimore, he had lived in Pritchard, Ala. He sailed in all three departments and joined the union in Mobile. Brother Blank's last ship was the Del Alba. He served in the Army from 1938 to 1942. Surviving is his wife, Omie. Burial was in Pine Crest Cemetery, Mobile, Ala.



**William Murphy, 54:** Brother Murphy died on November 21, at the USPHS Hospital in Baltimore. Brother Murphy was born in Virginia and lived in Baltimore. He joined the Union in New York City. A chief steward, his last ship was the Kenmar. Brother Murphy is survived by his wife, Josefa, of Baltimore. The burial was in Oaklawn Cemetery, Baltimore.



## Pick Up Seamen's Papers

Seamen's documents for the following Harry Lundeberg School graduates are being held by the U. S. Coast Guard in New York. Individuals may pick up papers at the New York office or apply at their nearest Coast Guard office asking that documents be transferred there for pickup: Robert C. Brainard, James C. Coggins, George Concepcion, Randall E. Cornwell, Toby A. Dawson, A. Flores, Reginald Glover, Carl Groth, Barry Keil, Leo H. J. Lehtonen, Scott T. Lowe, C. C. Miller, William McCarron, Michael A. McGovern, Hurley Nicholas, Leroy Parks, Roger E. Scott, Hugh A. Se-1, Carl J. Spencer, Edward M. Taylor, Donald E. Thomas, John J. Wiesel, Ronald Wylie.

# From the Ships at Sea

Ship's delegate **Robert Callahan** reports from the *Del Sol* (Delta) that they have "a lot of SIU old-timers aboard the ship and we are having a good trip." Crewmembers enjoyed "a nice fresh lobster dinner prepared by chief steward **R. E. Stough, Jr.**" "Big Eddie" received the praise of his shipmates, as did the whole steward department.

Meeting Clerk **Leon Franklin** reported that the lobsters were bough with part of the safety award money for the ship having a perfect record during the year. Seafarers agreed that since they wouldn't make it home for Christmas, "it is nice to be on a smooth running ship". The ship is scheduled for a New Orleans payoff.



Franklin

**Joe Spirito**, meeting chairman on the *Duval* (Suwanee) reported that **Bob Thomas** flew home for treatment of an injured foot. He had been serving as steward delegate and was replaced by **William Fisher**. **Frank Mason** was elected ships delegate and reports that "no beefs appear to be pending." **John Tilley**, meeting secretary, wrote that "it looks like a four-month trip to East Pakistan, going around the Cape."



Spirito

Seafarers on the *Globe Explorer* (Maritime Overseas) are trying to set up more arrival pools "so the crew can have enough money for a movie projector." writes meeting secretary **Frank Radzvila**. **Clarence Jacks**, meeting chairman, reported that **Frank Schutz**, ship's delegate, has received a vote of thanks for his good job. Jack wrote that crewmembers were reminded to "take care of themselves while we stop in the Azores for bunkers."



Radzvila

## Seafarer Reaches Milestone In SIU's Engineer Upgrading



**Kenneth Singh** (left) is congratulated by **Ronald Spencer**, director of SIU MEBA District 2 engineer's school, upon receiving his license as first assistant engineer. Brother Singh is the first Seafarer to achieve this without foreign seetime and entirely through school.

"With the school and the SIU backing you up, I don't see how anyone can fail to get a license," **Kenneth Singh**, a new permanent first assistant engineer, said recently. Brother Singh has become the first Seafarer to achieve a first assistant engineer's license without benefit of foreign seetime and entirely through the jointly operated SIU and MEBA District 2 engineer's upgrading school.

Brother Singh, a 41-year-old native of British Guiana, stressed the value of study. "The instructors in the school know how to teach and they want to help the men," Singh stated. But the student has to study and want to help himself. "You get what you put into it," he added.

One of the first seven SIU men to get a license after engineer's upgrading, Singh sailed as a second assistant engineer. Brother Singh hopes to upgrade to a chief's license in another year.

Singh emphasized that "a man should never think he can't do better. I wanted to go higher than chief electrician," he pointed out. The new license, Singh pointed

out, gives him security in addition to economic gain.

Singh gives **Ronald Spencer**, director of the SIU-MEBA District 2 school, a great deal of credit for his success. "Honestly speaking, Spencer made it possible for me to be a first engineer. Some things, like math, scared me but he took that out of me."

The entire teaching staff also came in for his praise. "They give you more help than some parents give their children. However, the potential engineer has to have the desire to better himself. You can't come here and expect the instructors to do it all or just look for a meal ticket," he pointed out.

The native of British Guiana is a New York resident now. He recalled his first voyage for the SIU was on an Alcoa ship in 1944. "I enjoy sailing with the SIU and I've made a lot of friends," he said.

Meeting secretary and treasurer **Paul Lopez** reported from the *Steel Apprentice* (Isthmian) that the crew and officers will vote on the possibility of acquiring movies for shipboard screening. If the crew agrees, an application will be mailed to motion picture studios. The ship's fund currently has \$20, Lopez reported. **B. C. Nolan** has assumed the duties of ship's delegate, replacing **Aubrey Waters**, hospitalized in Portland. Brother Nolan told the crew that "there are no beefs and everything is fine." Meeting Chairman **R. F. Fedderan** wrote that the ship visited Kwajalein and Guam. After a San Francisco payoff, she will head for Vietnam.



Lopez

## PERSONALS

**G. W. Henry**  
Please get in touch with Mrs. W. H. Truesdell at 1728 Lawson Road, Jacksonville, Fla., 32214. Telephone number 724-3126. Call collect.

**Income Tax Refunds**  
Income tax refund checks are being held for the SIU members listed below by **Jack Lynch**, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif., 94105.  
**Margarito Borja, Leroy Gulley, Andrew Krueger, Jock On Lee and Gentry Moore.**

**Anthony Maben, A. L. Fricks and Joe Braun** are requested to pick-up their gear at the Sea-Land office in Port Elizabeth, N. J. Ask for **Nick Fabian**.

**Arnold Kunnapas**  
Please contact your wife at 91 Hamilton Road, Teaneck, N. J. 07666, as soon as you can.

**Conrad B. Taylor**  
Your papers were found in San Francisco and forwarded to your home. Your mother is anxious to hear from you. Please contact her or the Maritime Defense League.



# Seafarer Plans to Publish Book Of 60 Poems He Has Written

While hospitalized for a leg injury sustained in a recent fall, Seafarer Dave Tuck spent his time writing poetry, most of which was on the Vietnam war. Although Tuck's poetry is meant as an outcry against war, Tuck is not the "peacenik" type of protestor played up in the newspapers.

Although "too old to bear a gun," Brother Tuck feels that "I have a duty and my place is on a ship." He has made a number of trips to Vietnam and hopes to return to that country as soon as he can.

While aboard ship, he scans the battle area, makes some notes and forms his ideas for poetry. Tuck hopes to publish a volume of some 60 poems, mostly about the war.



Tuck

He has selected what he feels are the best of some 400 poems he has written. In addition, he has drawn 22 illustrations to accompany the war verse.

Tuck, a member of the engine department, has proved that he is not a man to shirk his duty. On a recent trip to Vietnam, aboard the Margaret Brown, he performed an act of heroism that has earned him the Merchant Marine Meritorious Service Award. Tuck, who sailed as fireman, was in the mess hall when the ship was rocked by an explosion in one of the freighter's boilers.

### Explosion Claims Life

Brother Tuck and Chief Engineer Ambrose White ran through an escape hatch into smoke and fumes to shut off the fuel pump and turbine generator before a second boiler could blow. The explosion claimed the life of the ship's first engineer.

In emphasizing the importance of their act, Margaret Brown Captain Harold Small stated "there was enough steam down there to blow up the whole engine room if the oil had kept pumping. Another five minutes and the whole ship would have blown."

Tuck was born in Philadelphia but has resided in Baltimore for most of his life. He left school

in 1944 at the age of 17 to join the merchant marine. Mindful of the value of an education, this "mostly self-educated" man obtained his high school diploma through correspondence courses.

Tuck's recent hospitalization in Baltimore's USPHS Hospital, came about after a ten-foot fall that almost resulted in the loss of a leg since doctor's were unaware that he had osteomyelitis, an inflammatory bone disease which he contracted some 20 years ago.

While in Vietnam, he developed a great admiration for the doctors and nurses there. They are highly dedicated and deserve a great deal of credit for risking their lives, he said.

War is not the only subject for the Seafarer-poet. He is fascinated by the fact that no two snowflakes are alike and man has been unable to simulate the opal. This was once the subject for one of his poems.

## SIU ARRIVALS

Michael Whittlesey, born October 20, 1967, to Seafarer and Mrs. Francis L. Whittlesey, Beaumont, Texas.



Tanya Grover, born November 6, 1967, to Seafarer and Mrs. Warren Grover, Houston, Texas.



Jenny Pappas, born November 24, 1967, to Seafarer and Mrs. Samuel Pappas, Mobile, Alabama.



Larry Johns Jr., born September 28, 1967, to Seafarer and Mrs. Larry D. Johns, Chickasaw, Alabama.



Albert Hildebrand, born September 27, 1967, to Seafarer and Mrs. Albert Hildebrand, New Orleans, Louisiana.



Donald Minchew, born October 19, 1967, to Seafarer and Mrs. Donald Minchew, Bay Minette, Alabama.



Jacqueline Keenum, born November 22, 1967, to Seafarer and Mrs. Bobby E. Keenum, Mill Valley, California.



Sharon and Karen Laurenty, born November 22, 1967, to Seafarer and Mrs. Richard Laurenty, Mentor, Ohio.

Kimberly Ann and Kerry Ann Boyer, born October 5, 1967, to Seafarer and Mrs. Stanley D. Boyer, Chester, Pennsylvania.



Rafael F. Brown Jr., born November 24, 1967, to Seafarer and Mrs. Rafael F. Brown, Playa Ponce, Puerto Rico.



Jimmie Smith, born November 23, 1967, to Seafarer and Mrs. Jimmy Smith, Pasadena, Texas.



Lisa Marie Mann, born November 28, 1967, to Seafarer and Mrs. Donald C. Mann, Redondo, California.



Victoria Scholes, born November 21, 1967, to Seafarer and Mrs. James Scholes, New Orleans, Louisiana.



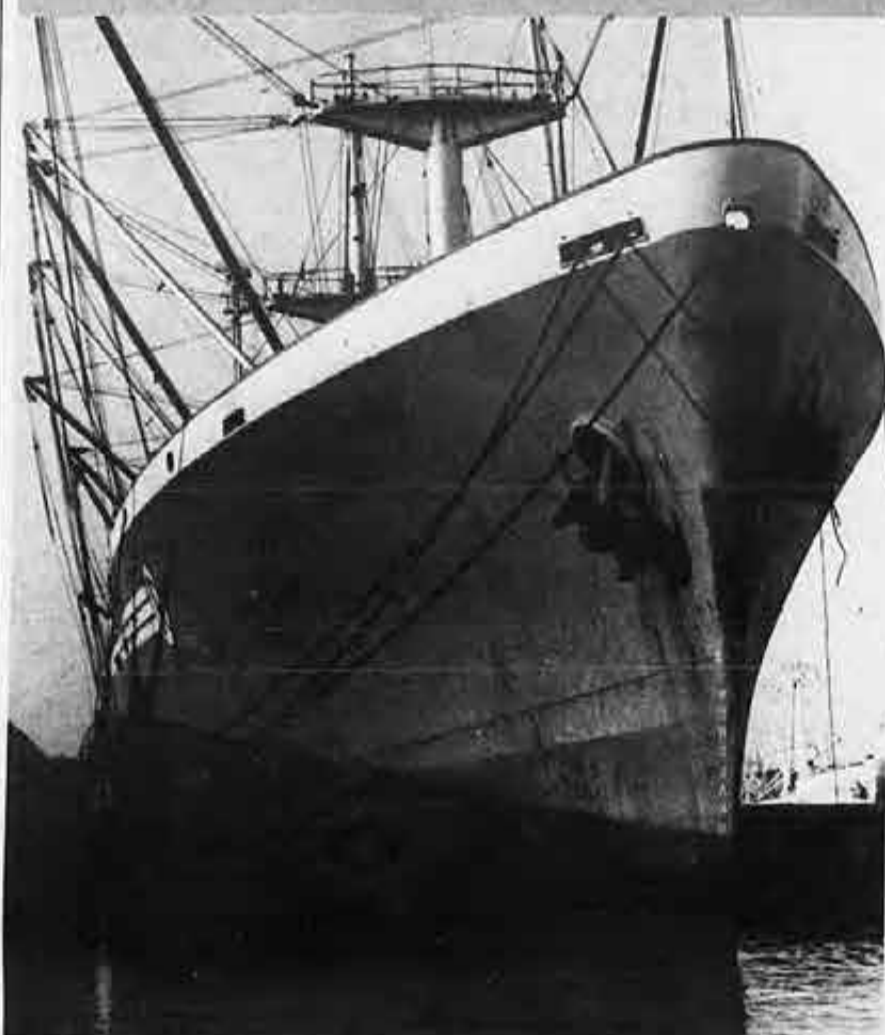
Tina Veillon, born September 9, 1967, to Seafarer and Mrs. Herman Veillon, Camden, Arkansas.



Kenneth Southard, born November 15, 1967, to Seafarer and Mrs. William Southard, Philadelphia, Pennsylvania.

# Payoff in Baltimore

The Robin Locksley (Moore-McCormack) recently paid off in Brooklyn, after a trip to South America. She carried general cargo. Seafarers abroad the ship reported a smooth voyage in real SIU style. After a brief lay-up, the Robin Locksley is expected to sail for Africa.



The Robin Locksley docks in Brooklyn while the crew waits for the pay-off. The ship is 1100 deadweight tons and 450 feet long. The Robin Locksley is a C-2, built in 1941.



Second electrician Brad Pinder checks engine room while ship is in port. A Baltimore native, he joined union in N.Y.C.



Oiler Fred Lambert always finds something to do in an engine room, even in port. A native of Germany, he lives in N. Y.



Patrolman Mike Sacco (left) and E. B. McAuley, head-quarters representative, discuss voyage with O. Hoepner (lower right), "AB," and R. De LaPaz, steward dept.

**DEL ORO** (Delta), December 31—Chairman, W. H. Simmons; Secretary, Oscar M. Raynor. \$31.08 in ship's fund. Some disputed OT in engine department. Very good trip with all hands on their good behavior. Ship's delegate thanked the crew for their cooperation. Steward also thanked the crew for making this a fine trip. Vote of thanks was extended to the steward department for a job well done. Motion made that the present outmoded disability retirement plan be changed to read as follows: "Retirement after 20 years of seafaring in SIU."

## DIGEST of SIU SHIP MEETINGS

**OBERLIN VICTORY** (Steamship Service), December 26—Chairman, Ed Delaney; Secretary, T. J. Forsberg. Motion was made that any member with 20 years in the Union and 12 years or more sea time should be able to retire regardless of his age. Motion made that any watch stood between 5 P.M. and 8 A.M. in Port, should be made OT. Patrolman will be contacted regarding putting out draws in Vietnam ports in American dollars; also regarding slop chest aboard ship.

**SPITFIRE** (American Bulk), December 17—Chairman, Bennie Guarino; Secretary, Calvin McGahagan. Ship's delegate reported that everything is running smoothly with no beefs and no disputed OT. Vote of thanks was extended to the steward department for the wonderful Christmas dinner.

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME .....

STREET ADDRESS .....

CITY ..... STATE ..... ZIP .....

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

ADDRESS .....

CITY ..... STATE ..... ZIP .....



# UNFAIR TO LABOR DO NOT BUY

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

- ⚓ —
- Stitzel-Weller Distilleries**  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," W. L. Weller  
Bourbon whiskeys  
(Distillery Workers)
- ⚓ —
- Kingsport Press**  
"World Book," "Childcraft"  
(Printing Pressmen)  
(Typographers, Bookbinders)  
(Machinists, Stereotypers)
- ⚓ —
- Jamestown Sterling Corp.**  
(United Furniture Workers)
- ⚓ —
- White Furniture Co.**  
(United Furniture Workers of America)
- ⚓ —
- Genesco Shoe Mfg. Co.**  
Work Shoes . . .  
Sentry, Cedar Chest,  
Statler  
Men's Shoes . . .  
Jarman, Johnson &  
Murphy, Crestworth,  
(Boot and Shoe Workers' Union)
- ⚓ —
- Baltimore Luggage Co.**  
Lady Baltimore, Amelia Earhart  
Starlite luggage  
Starlite luggage  
(International Leather Goods,  
Plastics and Novelty Workers  
Union)
- ⚓ —
- "HIS" brand men's clothes**  
Kaynee Boysewear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves, Richman  
Brothers and Sewell Suits,  
Wing Shirts  
(Amalgamated Clothing Workers  
of America)
- ⚓ —
- R. J. Reynolds Tobacco Co.**  
Camels, Winston, Tempo,  
Brandon, Cavalier and Salem  
cigarettes  
(Tobacco Workers International  
Union)
- ⚓ —
- Peavy Paper Mill Products**  
(United Papermakers and  
Paperworkers Union)
- ⚓ —
- Comet Rice Mills Co. products**  
(International Union of United  
Brewery, Flour, Cereal, Soft  
Drinks and Distillery Workers)
- ⚓ —
- Magic Chef Pan Pacific Division**  
(Stove, Furnace and Allied  
Appliance Workers  
International Union)

# KNOW YOUR RIGHTS

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N. Y.

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

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

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

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

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

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

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

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

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

## Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans . . . Feb. 13—2:30 p.m.
  - Mobile . . . . . Feb. 14—2:30 p.m.
  - Wilmington . . . Feb. 19—2:00 p.m.
  - San Francisco Feb. 21—2:00 p.m.
  - Seattle . . . . . Feb. 23—2:00 p.m.
  - New York . . . . Feb. 5—2:30 p.m.
  - Philadelphia . . Feb. 6—2:30 p.m.
  - Baltimore . . . . Feb. 7—2:30 p.m.
  - Detroit . . . . . Feb. 9—2:30 p.m.
  - Houston . . . . . Feb. 12—2:30 p.m.
- Great Lakes SIU Meetings**
- Detroit . . . . . Feb. 5—2:00 p.m.
  - Alpena . . . . . Feb. 5—7:00 p.m.
  - Buffalo . . . . . Feb. 5—7:00 p.m.
  - Chicago . . . . . Feb. 5—7:00 p.m.
  - Cleveland . . . . Feb. 5—7:00 p.m.
  - Duluth . . . . . Feb. 5—7:00 p.m.
  - Frankfort . . . . Feb. 5—7:00 p.m.
- Great Lakes Tug and Dredge Region**
- Chicago . . . . . Feb. 13—7:30 p.m.
  - †Sault Ste. Marie  
Feb. 15—7:30 p.m.
  - Buffalo . . . . . Feb. 14—7:30 p.m.
  - Duluth . . . . . Feb. 16—7:30 p.m.
  - Cleveland . . . . Feb. 16—7:30 p.m.
  - Toledo . . . . . Feb. 16—7:30 p.m.
  - Detroit . . . . . Feb. 12—7:30 p.m.
  - Milwaukee . . . . Feb. 12—7:30 p.m.
- SIU Inland Boatmen's Union**
- New Orleans . Feb. 13—5:00 p.m.
  - Mobile . . . . . Feb. 14—5:00 p.m.
  - Philadelphia . Feb. 6—5:00 p.m.
  - Baltimore (licensed and  
unlicensed) Feb. 7—5:00 p.m.
  - Norfolk . . . . Feb. 8—5:00 p.m.
  - Houston . . . . Feb. 12—5:00 p.m.
- Railway Marine Region**
- Philadelphia  
Feb. 13—10 a.m. & 8 p.m.
  - Baltimore  
Feb. 14—10 a.m. & 8 p.m.
  - \*Norfolk  
Feb. 15—10 a.m. & 8 p.m.
  - Jersey City  
Feb. 12—10 a.m. & 8 p.m.
- United Industrial Workers**
- New Orleans . Feb. 13—7:00 p.m.
  - Mobile . . . . . Feb. 14—7:00 p.m.
  - New York . . . Feb. 5—7:00 p.m.
  - Philadelphia . Feb. 6—7:00 p.m.
  - Baltimore . . . Feb. 7—7:00 p.m.
  - †Houston . . . Feb. 12—7:00 p.m.

## DIRECTORY of UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters  
Inland Boatmen's Union  
United Industrial Workers**
- PRESIDENT**  
Paul Hall
- EXECUTIVE VICE PRESIDENT**  
Cal Tanner
- VICE PRESIDENTS**  
Earl Shepard  
Lindsey Williams  
Robert Matthews
- SECRETARY-TREASURER**  
Al Kerr
- HEADQUARTERS** . . . . . 675 4th Ave., Bklyn.  
HY 9-6400
- ALPENA, Mich.** . . . . . 127 River St.  
EL 4-3616
- BALTIMORE, Md.** . . . . 1216 E. Baltimore St.  
EA 7-4900
- BOSTON, Mass.** . . . . . 177 State St.  
RI 2-0140
- BUFFALO, N.Y.** . . . . . 735 Washington St.  
SIU TL 3-9259  
IBU TL 3-9259
- CHICAGO, Ill.** . . . . . 9383 Ewing Ave.  
SIU SA 1-0733  
IBU SE 5-9570
- CLEVELAND, Ohio** . . . . 1420 W. 25th St.  
MA 1-5450
- DETROIT, Mich.** . . . . . 10225 W. Jefferson Ave.  
VI 3-4741
- DULUTH, Minn.** . . . . . 312 W. 2nd St.  
RA 2-4110
- FRANKFORT, Mich.** . . . . P.O. Box 287  
415 Main St.  
EL 7-2441
- HOUSTON, Tex.** . . . . . 5804 Canal St.  
WA 8-3207
- JACKSONVILLE, Fla.** . . . 2608 Pearl St.  
EL 3-0987
- JERSEY CITY, N.J.** . . . . 99 Montgomery St.  
HE 3-0104
- MOBILE, Ala.** . . . . . 1 South Lawrence St.  
HE 2-1754
- NEW ORLEANS, La.** . . . . 630 Jackson Ave.  
Tel. 529-7544
- NORFOLK, Va.** . . . . . 115 3rd St.  
Tel. 622-1892
- PHILADELPHIA, Pa.** . . . . 2404 S. 4th St.  
DE 6-3018
- PORT ARTHUR, Tex.** . . . . 1348 Seventh St.  
Tel. 229-2788
- SAN FRANCISCO, Calif.** . . . 350 Fremont St.  
DO 2-4401
- SANTURCE, P.R.** . . . . . 1313 Fernandez Juncos  
Stop 20  
Tel. 724-2848
- SEATTLE, Wash.** . . . . . 2505 First Avenue  
MA 3-4334
- ST. LOUIS, Mo.** . . . . . 805 Del Mar  
CE 1-1434
- TAMPA, Fla.** . . . . . 312 Harrison St.  
Tel. 229-2788
- WILMINGTON, Calif.** . . . . 505 N. Marine Ave.  
834-2528
- YOKOHAMA, Japan** . . . . Iseya Bldg., Room 801  
1-2 Kaigan-Dori-Nakaku  
204971 Ext. 281

**SAGAMORE HILL (Victory Carriers),** December 17—Chairman, John S. Burke; Secretary, W. E. Harper. Brother G. E. Vinson was elected to serve as ship's delegate. Motion made that our Union officials should keep up with the cost of living, and see that all members get a raise in pay in accordance with the standards of living. No disputed OT or beefs reported. Vote of thanks to the steward department for a job well done.

**STEEL APPRENTICE (Isthmian),** December 16—Chairman, Richard Frank Fedderan; Secretary, Paul P. Lopez. Brother B. C. Nolan was elected to serve as new ship's delegate, \$20.00 in ship's fund. No beefs were reported by department delegates.

**SEATTLE (Sea-Land),** December 16—Chairman, Vicente A. Lawsin; Secretary, Grover C. Turner. No beefs and no disputed OT. Vote of thanks was extended to the steward department for a job well done. It was requested that a new passage way be made to laundry room while ship is in shippard.

**DUVAL (Suwannee),** September 19—Chairman, Joe Spirito; Secretary, John R. Tilley. Brother Frank Mason was elected to serve as ship's Delegate. No beefs were reported by department delegates.

## DIGEST of SIU SHIP MEETINGS

**ALCOA COMMANDER (Alcoa),** December 20—Chairman, Q. P. Bailey; Secretary, Claude Holing, Jr. Ship's delegate reported that everything is running smoothly. Motion made that members with 20 years in the Union and 12 years sea time be allowed to retire.

**GLOBE TRAVELLER (Maritime Overseas),** December 3—Chairman, A. Anderson; Secretary, E. Davis. One man in deck department missed ship in Norfolk. Vote of thanks was extended to the steward department for a job well done.

**TRANSNORTHERN (Hudson Waterways),** December 23—Chairman, Horace Mobley; Secretary, S. A. Solomon. Ship's delegate reported that everything is running smoothly. \$67.10 in ship's fund. No beefs were reported by department delegates. Motion was made that the pension plan be brought up to the standards of other unions.

**RICE VICTORY (Isthmian),** December 17—Chairman, Alva W. McCullum; Secretary, C. P. Moy. Brother J. Bennett was elected to serve as new ship's delegate. Some disputed OT in deck department. Motion was made that the SIU ships be equipped with automatic washing machines and dryers, and TV in recreation room, regardless of the run. Also that the ship be fumigated upon arrival in port.

**JOHN B. WATERMAN (Waterman),** December 17—Chairman, Stanley Gonzar; Secretary, Terrence Kilber. Several hours disputed OT in deck and engine departments to be taken up with boarding patrolman.

**COSMOS MARINER (Cosmos Navigation),** December 13—Chairman, Robert Spencer; Secretary, Charles J. Poulson. Brother William E. Phillips resigned as ship's delegate but was re-elected to serve and was given a vote of thanks.

**DEL SUD (Delta),** December 24—Chairman, B. Gorm; Secretary, D. Owen. No beefs were reported by department delegates. \$166.71 in ship's fund. Vote of thanks to the steward for the fine job he did this trip.

**SEATRAN OHIO (Hudson Waterways),** December 17—Chairman, E. C. Anderson; Secretary, James Temple. Brother E. C. Anderson was elected to serve as ship's delegate. Motion was made for retirement plan after 20 years, and every six months sea time to count as one year. Motion to get paid on day by day basis and not based on 30 day month, losing seven days pay every year.

**TRANSORLEANS (Hudson Waterways),** December 24—Chairman, Jack Stough; Secretary, Donald Forrest. Brother F. J. Jarvis was re-elected to serve as ship's delegate. No beefs were reported by department delegates.

**CITIES SERVICE NORFOLK (Cities Service),** September 7—Chairman, Arthur O. Finnell; Secretary, Vernon L. Goodale, Jr. Everything is running smoothly. No disputed OT.

**DEL ALBA (Delta),** October 17—Chairman, C. Chandler; Secretary, J. Williams. Brother C. Chandler was elected to serve as ship's delegate, \$12.00 in ship's fund. No beefs were reported by department delegates. Motions made that Headquarters draft a decent pension plan.

**SEATRAN LOUISIANA (Hudson Waterways),** December 3—Chairman, Daniel O'Rourke; Secretary, L. C. Melanson. Brother L. C. Melanson was elected to serve as new ship's delegate. Delayed sailing disputed in engine department, otherwise everything is running smoothly.

**DEL SOL (Delta),** November 19—Chairman, R. E. Stough, Jr.; Secretary, Robert Callahan. Brother Robert Callahan was elected to serve as new ship's delegate. New department delegates were elected and a vote of thanks was extended to the outgoing delegates. Vote of thanks was also extended to the steward and his entire department for the fine food and service. \$18.89 in ship's fund.

**STEEL ROVER (Isthmian),** December 17—Chairman, Reidas Lambert; Secretary, Brown Huszar. Motion was made that any Union member with 15 years of sea time with the SIU can retire with full benefits regardless of age. This to be brought up at membership meetings and voted upon. \$34.39 in ship's fund.

**DEL ALBA (Delta),** January 1—Chairman, Leon Curry; Secretary, John F. Williams. Some disputed OT in engine and steward departments. \$12.60 in ship's fund. Vote of thanks was extended to the steward department for a job well done.

**COLUMBIA (Oriental Exporters),** January 7—Chairman, P. L. Shauger; Secretary, C. Demers. Brother Brasseur was elected to serve as ship's delegate. No beefs were reported by department delegates.

**OCEAN ANNA (Maritime Overseas),** January 1, 1968—Chairman, Elmer W. Roshing; Secretary, Pete Triantafyllou. No beefs and no disputed OT. Brother Henry M. Connell was elected to serve as ship's delegate.

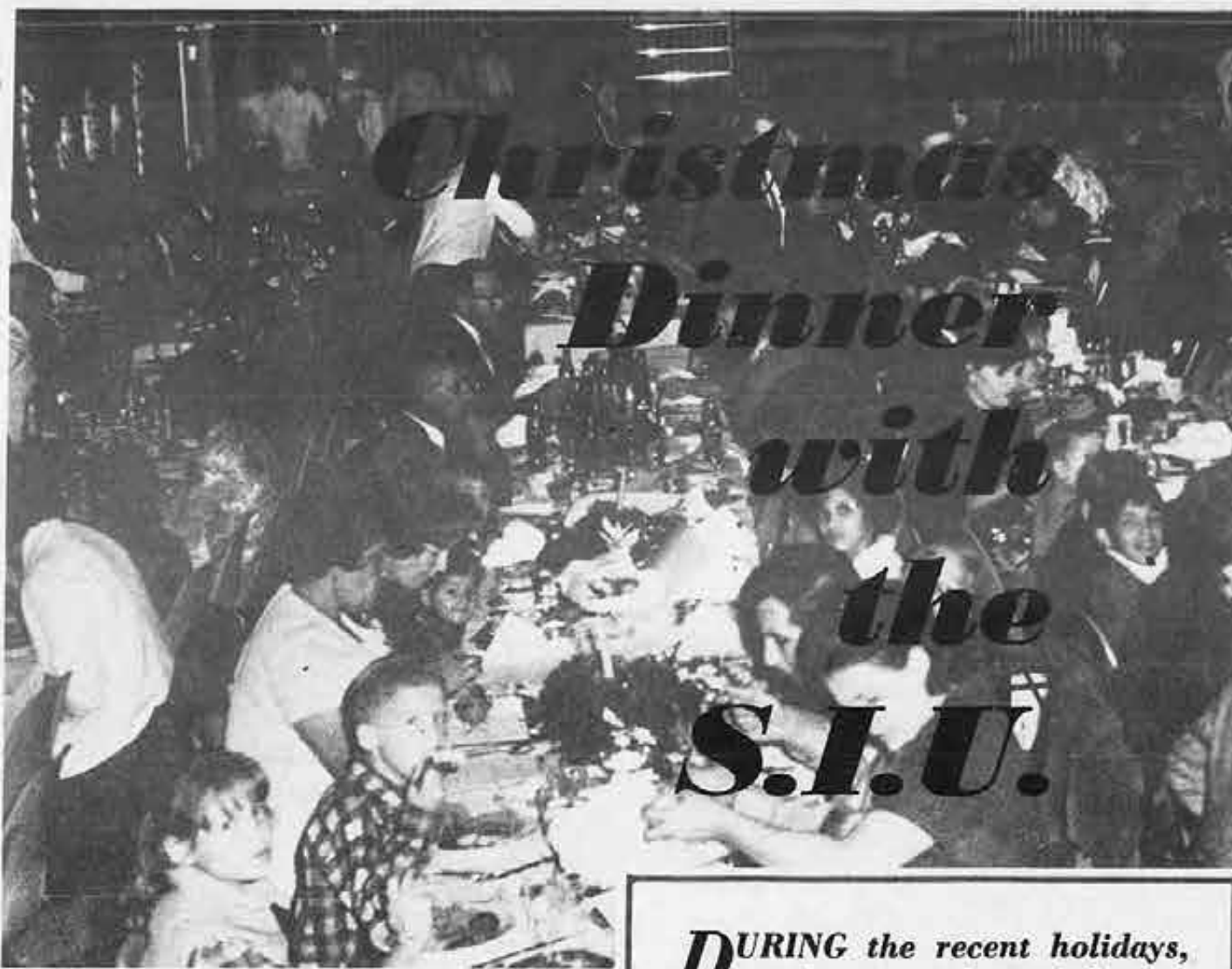
**BEAUREGARD (Sea-Land),** December 25—Chairman, George Alexander; Secretary, Melvin W. Place. Brother Place was elected to serve as ship's delegate. No beefs were reported.

**CARROLL VICTORY (Delta),** January 8—Chairman, D. Dominics; Secretary, Wm. A. Walsh. Brother Richard Marr was elected to serve as ship's delegate. No beefs were reported by department delegates.

**STEEL CHEMIST (Isthmian),** December 31—Chairman, Sidney Segar; Secretary, William J. Powers. Ship's delegate reported that everything is running smoothly. All repairs will be taken care of before arrival in Newark for payoff. \$15.00 in ship's fund. Some disputed OT in deck and engine departments to be taken up with boarding patrolman. Vote of thanks to the steward and his entire department for a very good holiday meal.



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



**D**URING the recent holidays, a large number of Seafarers and their families attended Christmas dinner as guests of the SIU either at the union hall or a local restaurant. SIU members at sea weren't forgotten either, with steward departments on every ship preparing an outstanding menu and winning the praise of crew and officers alike for the very fine job they turned in. Pictured on this page are SIU members fortunate enough to have Christmas dinner ashore with their families and friends.



SIU Pensioner Charles Kath and wife are pictured in Wilmington hall with daughter-in-law Maureen.



John, Jerry, Nancy, Doris, Frank and Mrs. Maurice Olson attended the dinner at Hotel Essex, Boston.



In New Orleans, Phil Surpash and wife, guest Betty Michelle (far right) and a happy group of kids.



Partaking of the bill of fare in Norfolk are Butch Scruggs, Mr. and Mrs. Scruggs and Dave Burger.



Dining at the Lincoln Hotel in Duluth was Great Lakes Seafarer and Mrs. Ted Kappy with children.



Wayne Clarmont, wife and daughter enjoy a fine meal at the Hostess Cafe, Frankfort.



Shown in Seattle are, left to right: guest, Al Sotero, George Padilla, Anastacio Barroga.



Pictured at Seattle's El Matador Restaurant are Thor Lovaas (right) and his son, Richard. Both men are sailing with union.



Enjoying a good dinner in New Orleans was family of Jean Latapier: Children were Jean Jr., Cindy Marie and Lois.



The Duluth dinner at the Lincoln Hotel was attended by large group, including family of Mr. and Mrs. Mike Pazuchanics.