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Funds for New Ship Construction Spared Despite Federal Budget Cut

WASHINGTON—Despite predictions by Transportation Secretary Alan S. Boyd that there would be little or no government funds available for the building of new ships in fiscal 1969 because of the Congress-mandated \$6-billion budget cut, the Maritime Administration last week announced that it can spend \$156 million for construction subsidies before June 30, 1969.

This amount is sufficient to help finance the building of 11 large, fast vessels for subsidized steamship lines. The total price of these ships is \$208.5 million and the bids for their construction already have been opened.

Under the Merchant Marine Act of 1936, the government can repay to subsidized ship operators up to 55 percent of the difference between the total cost of building a ship in an American yard and having it constructed in a foreign shipyard where costs are lower because of sub-standard working conditions and more lenient safety standards. No such federal aid is given to unsubsidized steamship operators.

However, the allowable 55-percent construction subsidy must be periodically renewed by Congress. The House recently approved a new two-year extension of the funds but the Senate last week voted only a one-year extension, adopting a joint amendment by Senators Frank J. Lausche—the lame-duck Ohio Democrat—and John J. Williams (R-Del.). The bill went back to the House.

In explaining the availability of the \$156 million for subsidies, MARAD said the \$6 billion budget cut did not affect the \$119.8 million appropriated by Congress for new ships in fiscal

1969 and some \$150 million in carryover funds from fiscal 1968.

MARAD did state that under Congressional stipulation a total of \$101 million of the \$119.8 appropriation would not be spent until fiscal 1970—which starts July 1, 1969—as a means of reducing inflationary tendencies within the economy.

But it was made clear by the Administration, MARAD said, that there would be no restriction placed on the \$150 million in construction funds still remaining from last year's budget.

This \$150 million plus the \$18.8 million from the 1969 appropriation brings the total to \$168.8 million. However, MARAD said this would be reduced to \$156 million because of an outlay of \$12.8 million for administrative costs.

Originally, when the order came to slash \$6 billion from the federal budget, Boyd, who has been attempting to have MARAD shifted from the Department of Commerce to his own depart-

ment, issued a report that all federally-aided ship construction would be halted, including work on vessels still on the ways in order to save \$50 million in budgetary funds.

The decision by the Administration not to cut back these subsidies comes somewhat as a belated victory for Congressional friends of the merchant marine and for maritime labor and management. Their argument was that the amount of money to be actually saved would not be worth the damage imposed upon the shipping industry by such a stoppage.

It was the insistence of the Administration for a 10-per cent income tax surcharge that brought the demands for budgetary economy. Members of the Senate and House Tax Committees stipulated that no surcharge bill would be voted out of committee unless \$6 billion was slashed from the budget. The Administration sought to limit the budget reduction to \$4 billion but finally relented.

John J. Grogan Dies at 54, Was Shipbuilders' President

JERSEY CITY, N.J.—John J. Grogan, AFL-CIO vice president and president of the Marine and Shipbuilding Workers, died September 16 shortly after being stricken by a heart seizure. He was 54.

Grogan who was also a member of the Executive Board of the AFL-CIO Maritime Trades Department, was preparing to leave for the AFL-CIO Executive Council meeting in New York when he suffered the attack. Rushed to the Jersey City Medical Center, he died there shortly after arrival.

AFL-CIO President George Meany described Grogan's death as "a terrible shock to all his associates in the AFL-CIO."

"He was a warm and decent man," Meany continued, "a dedicated trade union leader who had also served the people of his community in public office for two decades."

As an AFL-CIO vice president since 1963, Meany noted, Grogan had undertaken many "difficult" assignments, including one earlier this year as a U.S. delegate to the United Nations Human Rights conference in Teheran, Iran.

An Executive Council resolu-

tion noted that death "has taken from our ranks our distinguished colleague and warm friend"—a leader who served labor with



John J. Grogan

"honor and distinction" for more than two decades.

"John Grogan," the council said, "was a man whose friendship we cherished, whose companionship we enjoyed and whose warm personality endeared him to all who knew him."

Born in Hoboken, N.J., in March 1914, Grogan went to work when he was 15 in a shipyard there. He soon joined the AFL Shipfitters Union. He joined the newly formed CIO Shipbuilders in 1936 and became secretary-treasurer of its Local 15 in 1937.

In 1943 he became vice president and member of the executive board of the union, a post he held until 1951 when he became President. He was reelected at each successive union convention.

In 1943 Grogan also began a public career with his election to the New Jersey legislature. In 1947, he challenged the "I am the law" doctrine of the Hague-McFeely political machine in his community and was elected Hoboken city commissioner. After being re-elected to that post, he was elected mayor of Hoboken in 1953 and served for 12 years, declining to run again in 1965.

He was elected to the office of Hudson County clerk in 1963 by the largest plurality in history and was renominated for that office in the recent primary election.

Grogan was elected a member of the AFL-CIO Executive Council on Oct. 8, 1963, and was re-elected by subsequent AFL-CIO conventions.

In 1954 he was on the U.S. worker delegation to the International Labor Organization and in later years was named a delegate to several international conferences.

He is survived by his wife, Eileen McNulty Grogan; a daughter, Patricia; and a son, James, who is now serving with the Navy. Also surviving are two brothers and a sister.

Under the Shipbuilders' constitution, Vice President Andrew A. Pettis will serve as president of the union.

Urban Affairs Dept., New Jobs Unit Announced by AFL-CIO Pres. Meany

NEW YORK—The AFL-CIO has tooled up for a more effective attack on the nation's urban problems, creating two new instruments to give a greater thrust to its program.

President George Meany, at the federation's recent Executive Council session here, announced establishment of a new AFL-CIO Department of Urban Affairs to seek more effective solutions to America's urban problems and creation of the Human Resources Development Institute—a non-profit corporation to recruit, train, employ and upgrade the unemployed and underemployed in 50 major cities using the talent, experience and resources of the labor movement and the Department of Labor.

The announcement of the new programs—the latter at a joint press conference conducted by Meany and Labor Secretary W. Willard Wirtz—topped the two-day council sessions which included a strong recommendation of the AFL-CIO General Board on the endorsement of the Democratic ticket of Hubert H. Humphrey and Edmund S. Muskie.

The sessions also warned that membership in or support of the Alliance for Labor Action formed by the Auto Workers and Teamsters constitutes "sufficient and valid grounds for suspension."

The council unanimously voted its strong support for the strike of New York City teachers and the continuing struggle at the Los Angeles Herald-Examiner, reaffirmed its strong backing of the Farm Workers' grape boycott and the Textile Workers "don't buy" campaign of Kayser-Roth. It also voiced strong support for the nomination of Justice Abe Fortas as chief justice and struck out at opponents of the nomination.

In other statements, the council warned of the continuing threat of Soviet aggression and

imperialism in reviewing the developments in Czechoslovakia and the Middle East, and called on the United States to supply jet fighters to Israel immediately.

Meany announced the appointment of John E. Evans, special assistant to Housing and Urban Development Secretary Robert Weaver, as director of the Dept. of Urban Affairs. He said the new department would coordinate the efforts of the federation in the fields of housing and urban renewal, manpower, mass transit and poverty and would work with other AFL-CIO departments on such local problems as schools, health services, civil rights, metropolitan areas.

Meany assigned to the new department responsibility for working intensively with local AFL-CIO central bodies to stimulate their active and effective participation in critical problems facing their communities. A major duty, he added, will be to assure effective labor participation in the urban coalition, both on the national and local level.

The department will work also with HUD, the new national Housing Partnership and the new Human Resources Development Institute, which will be directed by Julius Rothman, assistant director of the AFL-CIO Social Security Department.

It will also oversee the operations of the mortgage investment trust fund created by the AFL-CIO in 1964 to help finance the construction of necessary and socially desirable housing.

The joint Meany-Wirtz announcement on HRDI declared that the project will "mobilize and utilize the vast resources of skilled talent and experience available within the labor movement to plan, develop, coordinate and operate manpower programs for hard-core unemployed" to help them become employed.

The project will be launched first in 10 cities to be selected by HRDI with assistance from the Labor Department's Manpower Administration. The experience gained will be used to operate the projects in another 25 cities to be followed later in the remaining 15 cities. The target for the 50 programs is the spring of 1969.

The Labor Dept. provided \$1.5 million to help initiate the program and the labor movement will contribute \$200,000 worth of services and facilities.

In discussing the creation of the two new instruments, Meany noted that "the problems of our urban centers and their overcrowded slums and ghettos has long been of concern to the AFL-CIO. The record will show that, over the years, the AFL-CIO has fought for all those programs that would improve the quality of life for the poor and the minorities, who, to an increasing degree, are the inhabitants of our great cities. We are committed to rebuilding our cities, to provide a decent, healthy environment for all the people, and to providing good jobs at decent wages for all who can and want to work."

East Germany No. 2 Builder Of Fishing Craft

EAST BERLIN—East Germany has moved into second place in world construction of fishing vessels. In 1967 East German shipyards produced 19.6 percent of the world's new fishing vessels. This was second only to Japan's 21.8 percent.

Lloyd's Register of Shipping reports that in 1967 East German yards built 82 fishery vessels for an aggregate total of 103,311 gross tons. In the first half of 1968 over 42,000 tons were launched and twenty-seven vessels were exported to the Soviet Union, France, Norway, West Germany, and Denmark.

The East Germans are doing everything they can to strengthen their shipbuilding industry and gain a greater share of the world's vessel construction market.

By the beginning of 1969, they will have completed an electronic data center and data retrieval system that will keep them informed of all of the latest developments in shipbuilding. Every four weeks the center will issue a report on all current world shipbuilding data and relay the report to 2,000 industry specialists.

FDLs Defeated Second Time By Senate-House Conferees

WASHINGTON—For the second time in two years the Defense Department's Fast Deployment Logistic Ship Program has gone down to defeat at the hands of Congress.

Senate-House conferees on the proposed legislation (S. 3293) agreed this month to drop the Administration-backed program and effectively killed it for this session of the Congress.

The proposed program—vigorously opposed by the SIU and other representatives of maritime labor and management—would have begun with experimental construction of four FDLs at a cost of \$183.6 million.

Opponents of the deployment defense theory maintained that if the same amount of money as that earmarked for FDLs was spent on modern merchant vessels, both the commercial and defense purposes of the nation would be served by the revitalization of the U.S. merchant fleet. In July the bill authorizing appropriations for defense procurement for fiscal year 1969 was approved. The House Armed Services Committee voted at that time to scrap the DOD's plan.

The Senate version of the bill, however, did authorize funds for four of the FDL ships requested by DOD, necessitating the joint conference. The conference report stated that "the lack of immediacy of the need for these vessels in the light of the current fiscal situation dictated that they should be eliminated from the program . . . this year."

The FDL program had been previously turned down by Congress in June, 1967.

Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, has labelled

the FDL project as "foolhardy and wasteful" in testifying before the Congress. Similar views have been repeatedly expressed by other members of both House and Senate who have urged construction of modern U.S. flag cargo vessels to serve the nation in both war and peace.

Originally conceived by former Defense Secretary Robert S. McNamara, the FDL program has continued to be pushed by the Administration, which has, on the other hand, consistently refused to give realistic consideration to rehabilitation of the rapidly deteriorating U.S. merchant marine.

The gigantic floating warehouses would cost in the neighborhood of \$50 million each, at a total cost of more than \$2 billion for the entire FDL fleet of 30 or 40 originally contemplated by McNamara. Administration, naval and defense officials claim that "existing programs are inadequate to meet defense needs." This in spite of the fact that a five-year national shipbuilding program submitted to the 90th Congress by the Merchant Marine committees of both the Senate and the House, after extensive hearings, would have provided a total of more than 460 merchant vessels by 1975. The cost of such a plan would be at least half a billion dollars less than the amount sought for FDLs.

Moreover, the conventional ship building program would meet the nation's commercial needs as well as its military objectives—and do so five years earlier.

Vigorous Drive on Maritime Issues Launched by MTD Executive Board

NEW YORK—Senate passage in the remaining weeks of the 90th Congress of the House-passed Independent MARAD and Mid-body bills, and renewed efforts to secure a meaningful, long-range national shipbuilding program through the upcoming 91st Congress, were high on the list of firm

agreement and presented what he said was the Administration's "new" maritime program, which included recommendations for foreign building of U.S. merchant vessels, curtailing operating subsidies and using them only for "military" situations, and phasing out passenger-ship subsidies. These three points were all contrary to the specific agreement that had been reached.

A further meeting of the legislative directors of the 39 affiliated unions which comprise the nearly seven-million-member MTD was held in Washington last week to map an all-out drive for approval of the two pending bills.

In addition to the adoption of policy proposals designed to better the job security and working conditions of its members in the fishing, shipbuilding and allied industries, the MTD Board also approved strong resolutions denouncing the recent Soviet invasion of Czechoslovakia, deploring the growing menace of Russian shipping on the world's seaways, pledging continued support of the striking California Farm Workers and backing the Administration's policy in Vietnam.

A legislative report reviewing maritime events thus far in the 90th Congress traced the fate of a jointly sponsored House-Senate bill designed to revitalize the badly depleted U.S. merchant marine. It noted the breaking by Transportation Secretary Alan S. Boyd of an agreement reached in the summer on a maritime program between the Administration and Congressional supporters of a strong merchant fleet.

Almost complete accord had been reported on the proposals contained in this legislation (H.R. 13940 and S. 2650).

Then Boyd repudiated the

building of new vessels in American shipyards."

Also adopted was a resolution on the need of a long-range, major shipbuilding program which "will again make the United States an independent world maritime power." The measure stressed that the lack of an adequate program "has resulted in the block obsolescence of the U.S. fleet and has left the Merchant Marine in a deplorable condition."

In summary, the MTD legislative report noted:

"We have been able to make progress in the legislative area because of the work done by the Department's staff and because of the close working relationship which exists between the Maritime Trades Department and its affiliated unions. Legislative representatives from the MTD and its affiliates have worked together as a team, making it possible to move ahead in this past year, in the face of enormous obstacles."

The report also pointed out that the MTD will be working for a maritime program that will incorporate four essential elements to assure fair and equitable treatment of all segments of the fleet when the 91st Congress convenes. These are:

- Ending the double subsidy for subsidized operators.

- Making it possible to grant long-term charters to unsubsidized operators for the carriage

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Discussing Problems of U.S. Fishing Industry



SIUNA Vice Presidents James Ackert (center, left) and Austin Skinner (center, right), along with SIU Representative Joe Algina (right) and Howard Nickerson (left), executive director of the New Bedford Seafood Dealers Association, met in Washington recently with government representatives to discuss the problem of mislabeled imported fishery products and their effect on the American fishing industry.

SIU Company Has Heavy-Lift Ship Unrivalled in U.S.

Newly-converted from a C-4 troopship into a heavy-lift vessel, the Transcolorado has been delivered to the SIU-contracted Hudson Waterways Corporation for use under long term charter to the Military Sea Transportation Service.

The vessel, which has the greatest lifting capacity in the American-flag merchant fleet, was converted by the Newport News Shipbuilding and Dry Dock Company. A sistership, the Transcolumbia, is nearing completion at the Newport News yard and is scheduled for delivery later this month.

The Transcolorado is equipped with three 120-ton capacity Stuelcken booms, heaviest ever installed by the yard, and during a test before acceptance by Hudson Waterways, the booms lifted a 208-ton landing craft out of the water and swung it inboard in about 11 minutes. The vessel's list during the test was within a recommended operating limit of 12 degrees. Each boom is 100 feet long.

In addition, the ship can load and stow four LCU landing craft and it has extra hatches and high headroom to permit stowing of the heaviest military equipment.

"... the task facing us is to work for final passage of this legislation, which has long been a goal of the Maritime Trades Department, and which is an integral part of the existing maritime policy position of the national AFL-CIO."

The Midbody Bill (H.R. 163) was passed by a 370-30 vote by the House earlier this year and at one time the Senate Commerce Committee had voted favorably on the measure, but later decided to pull it back and hold hearings. "It is important that we work for prompt hearings, a favorable report and final passage of this bill, which is so vital to our shipbuilding affiliates," the MTD report declared.

The Executive Board later formally adopted a resolution calling for all affiliates of the MTD to immediately contact all members of the Senate to urge immediate hearings and support for passage of this vital legislation.

The resolution said the bill was needed because the Military Sea Transportation Service was permitting ships with foreign midbodies to carry U.S. military cargoes and this practice not only "jeopardized the ability of American-built vessels to obtain these cargoes, but has discouraged the

MTD Executive Board Pushes Drive To Pass Pending Maritime Measures

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of government-generated cargoes.

• Extension of tax-deferred construction reserves to all operators, rather than just the subsidized operators.

• Provision of equity in ship construction by passing a law whereby the government first would meet its contractual obligations for vessel replacement in the subsidized segment of the fleet, and then give priority on the remainder of ship construction funds to operators who have not received subsidy assistance to now.

Another important resolution adopted by the Executive Board called for full support of the U.S. fishing industry and urged passage by Congress of legislation to protect our fishing and spawning grounds from intrusion by the fishing fleets of other nations; to stop the pollution of lakes, rivers and tidal waters, and to provide for investment of sufficient public funds in marine research, fishing technology and conservation.

Other pressing matters of vital concern to maritime and the trade

union movement on which resolutions were adopted by the Board included:

Military Shipments—A call upon the Defense Department and the MSTIS to devise a new program that will make the best use of peacetime military cargoes for the development of a fleet in readiness, and which will encourage the maximum investment of private capital in the construction and operation of commercial U.S.-flag ships. This program should be designed and carried out in such a way as to be fair and equitable to all segments of the merchant marine.

Soviet Maritime Menace—Emphasized that the Russian fleet now numbers more than 1,400 ocean-going vessels, the majority of which are under 10 years of age, and the U.S. fleet consists of only 1,000 ships—including Reserve Fleet vessels pressed into Vietnam service—80 percent of which are over 20 years old. Soviet advances in maritime make it abundantly clear, the resolution adds, that it could be on the high seas that Russia makes good her boast to "bury" the United States in

economic competition. Congress and the Executive Branch were called upon to launch an intensive, imaginative program to counter this Soviet threat by strengthening all of the components of the U.S.-flag fleet.

Support of COPE Campaign—MTD affiliated port councils were urged to cooperate in every way possible with local, regional and national COPE, and to help supply the leadership and manpower necessary to elect state and national lawmakers dedicated to the restoration of the American merchant marine and to the preservation of the right of working men and women to union membership and free collective bargaining.

Conflict in Vietnam—Reaffirmation of the position taken by the AFL-CIO at its seventh Constitutional Convention in December, 1967, wherein the national AFL-CIO gave its unequivocal support to President Johnson's policy in Vietnam.

California Farm Workers Campaign—A commendation of its affiliated national and international unions and local port councils for the generous and aggressive aid they have given to the AFL-CIO United Farm Workers Organizing Committee and a call for continuance of this militant support until victory has been won for the rights of farm workers everywhere.

The Rape of Czechoslovakia—That the MTD Executive Board join in the condemnation of the Soviet rape of Czechoslovakia, and demand immediate withdrawal of all Soviet-bloc troops from Czechoslovakian soil.

AFL-CIO President Meany Named To New U.S. Housing Partnership

WASHINGTON—President Johnson has named AFL-CIO President George Meany among a group of distinguished Americans to serve as incorporators of the National Housing Partnership, whose task will be to stimulate construction of low-income housing.

The President announced the incorporators while participating in ceremonies dedicating a new Washington headquarters for the Department of Housing and Urban Development.

The Partnership was created under a provision of the 1968 Housing Act to provide a means of uniting private capital and local builders to help close a gap in low-income housing.

Johnson named ten incorporators and said more will be selected later. He said they will have the job of creating an "adequately capitalized, professionally managed" corporation under the Partnership.

The corporation's purpose, the President stressed, is to help the nation reach a goal of 600,000 new low and moderate income housing units a year—"a ten-fold increase in the current rate of production."

Can Promote Jobs

Also, he added, the corporation can get neighborhoods and citizens involved in planning projects and "formulate labor agreements which insure the training and employment of neighborhood residents."

Edgar F. Kaiser, chairman of the board of Kaiser Industries, Inc., was named chairman of the incorporators, all of whom are subject to Senate confirmation.

Kaiser said the incorporators

hope to "line up" some \$200 million from private investors and said the corporation would have a "borrowing base" of \$4 billion to encourage small builders to increase housing construction.

In dedicating the strikingly modern, \$26 million HUD headquarters—in the heart of Washington's urban renewal area—Johnson spoke of the "staggering" job of meeting a goal of 26 million new houses and apartments over the next 10 years.

Describing the 1968 housing law as a commitment to that objective, he said the urgent question "is not can we build all of this?" but "can we build it better and more beautiful."

An environment of beauty and harmony "cannot be a luxury," the President said. "It is a necessity if we are to build . . . new order and new meaning into the lives of our fellow Americans."

Three days before the new HUD building was dedicated, ceremonies also were held there to unveil a bust of Catherine Baurer Wurster, who pioneered and promoted public and labor supported housing for 30 years until her death in 1964.

President John W. Edelman of the National Council of Senior Citizens, a speaker at the occasion, traced her career and described the bust as a symbol of "the struggle still ahead" to secure "true urban development as the basis for a better America."

Federal Grand Jury Nails Phony 'Labor Paper' Boss

COLUMBUS, Ohio—Anthony B. Pomporeni, proprietor of the *Labor Union Advocate*, has been indicted by a federal grand jury here on charges of mail fraud, the International Labor Press Association has been advised by L. J. Henry, postal inspector for the Columbus area.

The indictment follows closely on a similar prosecution in Sarasota, Florida, where an indictment was also entered against Pomporeni, "alias P. J. Kelly, Pale, Beasley Moss, Pole B. Moss and Ralph Beasley."

Pomporeni, 49, whose criminal record shows more than 30 arrests dating back to 1931, apparently entered the "labor paper" racket in 1965, after a stiff term in the Florida state prison.

He came to ILPA's attention as "advertising manager" of the *Labor Union Advocate* in Cleveland, Youngstown and Akron, Ohio, claiming to have the endorsement of the respective central bodies and applying for ILPA membership.

Investigation by Stanton Smith, AFL-CIO coordinator of central bodies, and ILPA Secretary-Treasurer Kenneth Fiester disclosed that one central body has been offered—and had rejected—\$600 for a six-month endorsement; that approaches had been made to some others, and to several local unions, and that the *Advocate* operated in typical boiler-room fashion.

Temporarily discouraged by adverse publicity in Ohio, Pomporeni turned his attention to Florida. Early in 1966 he influenced the Sarasota District Labor Council into a contract which gave him an endorsement for \$100 a week. An alert officer of the council who disapproved of the deal wrote to AFL-CIO headquarters about it. Smith invoked the AFL-CIO's rules governing central bodies, and in October the district council broke the contract.

However, Pomporeni continued to publish, switching his editorial line to attack the national AFL-CIO and keeping his boiler-room in full swing. One issue contained 282 ads, including 60 from nine states outside Florida. Fiester wrote to all identifiable advertisers reciting the record. Florida AFL-CIO officials pressed for Pomporeni's prosecution under a new state statute requiring that any paper using "labor" in its title must actually be sponsored by a union organization. Leaders of AFL-CIO councils in neighboring states, notably Georgia, moved quickly to warn the business community when Pomporeni's operations reached outward.

By mid-1967 the *Labor Advocate* operation in Florida was largely dormant, but its Ohio operation was back into high gear. Merchants who advertise in legitimate labor papers in Ohio, Pennsylvania, Indiana and other states were bombarded with phone calls and with invoices for unordered advertising.

Eventually it was the mailed invoice, Pomporeni's favorite device, which brought about the indictments. A number of businessmen, responding to ILPA's letter to advertisers, reported their experiences, and subsequently cooperated with the postal authorities.

SIU Engineers Upgrading Prepares Six More for Licenses; Total 275

Six additional Seafarers have graduated from the school of marine engineering jointly sponsored by the SIU and District 2, MEBA. Three of the men received a third assistant's license and three received a second assistant engineer's license after completing the course of instruction at the school and passing their Coast Guard examinations. This brings to 275 the number of men who have graduated from the school.

Angelo De Vito is a temporary third assistant engineer. He is 21 years old. Born in Italy, Brother De Vito makes his home in Brooklyn and previously sailed as FOWT. He joined the Union in the Port of New York in 1965.

A new second assistant engineer, Howard Bastenbeck sailed as oiler. A native of Brooklyn, he still lives in that borough. He is 48 years old and a four-year veteran of the Coast Guard. Brother Bastenbeck joined the Union in 1951 in New York.

Jule Capps received a second assistant engineer's license after sailing as fireman-watertender. The 31-year-old Seafarer is a native of Jacksonville, Fla. He joined the Union in that city in 1964, and continues to make his home in that port. Brother Capps served in the Coast Guard from 1955 to 1959.

William Camacho is a new temporary third assistant. He had sailed as FWT and electrician since joining the Union in Philadelphia in 1960. Born in Puerto



Camacho

Capps

Vance

De Vito

Rico, he resides in Philadelphia. Brother Camacho is 29 years old.

Having previously sailed as FOWT and pumpman, Robert Vance is a newly-licensed second assistant engineer. The 41-year-old Seafarer was born in Calera, Alabama. He lives in Fairhope, Ala., and joined the SIU in the Port of New Orleans in 1960. Brother Vance served in the Army from 1946 to 1949.

John Gala is a third assistant engineer. A Seafarer since 1944, he joined the Union in the Port of Boston. Brother Gala is 43 years old and previously sailed as FOWT. Born in Massachusetts, he now lives in Salem, N.H.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are at least 19 years of age and have 18 months of Q.M.E.D. watchstand-

ing time in the engine department, plus six months experience as wiper or the equivalent.

Those who qualify and wish to



Gala

Bastenbeck

enroll in the School of Marine Engineering can obtain additional information and apply for the course at any SIU hall, or they can write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York 11232. The telephone number is 212-Hyacinth 9-6600.

On Endorsement of AFL-CIO General Board

Labor Goes All Out to Elect Humphrey-Muskie Ticket

NEW YORK—The American labor movement will marshal all its energy and resources behind Hubert Humphrey and Edmund Muskie in the crisis-ridden 1968 presidential election, the AFL-CIO Executive Board pledged at its Annual Fall meeting here last week.

If America is to solve its problems and continue its progress there is no alternative to these highly and uniquely qualified men and the policies espoused in the Democratic Party program.

The nation cannot risk the election of Richard Nixon, "a man who so sorely fails to measure up to" presidential responsibilities. And George Wallace has no platform, no policies "and no program for America save racism and hatred."

These were the positions taken by the 160-member General Board, representing every AFL-CIO affiliate and department, after an exhaustive study of the issues and the men.

The recommendation for a strong, unequivocal endorsement of the Humphrey-Muskie ticket came to the board from the AFL-CIO Executive Council.

The General Board documented its stand with a 22-page statement examining the state of the nation, the major issues in the party platforms and the candidates for President and Vice President. It concluded:

"It is our deep conviction that both the Democratic candidates and the Democratic platform merit the wholehearted support of American workers. We do therefore recommend, advise and exhort all members of each affiliated union to support the Humphrey-Muskie ticket with all the energy at their command."

Taking special note of Wallace's candidacy, the board declared, "his pretense to be the friend of the worker is especially galling to the American labor movement. The record of low wages, poor working conditions, high crime rates, high illiteracy rates, anti-unionism, segregation and prejudice in Alabama testifies to the falsity of that claim."

AFL-CIO President George Meany told a press conference after the board meeting that the labor movement is in high gear in support of the Humphrey-Muskie ticket and that in the final six weeks "we can turn around" Humphrey's underdog position.

He stressed that the sentiment for the Democratic candidates at the board meeting was absolutely unanimous, that there were no other sentiments expressed.

He cited the success of the COPE registration campaigns in the major states noting that as of early September the number of trade union members registered in eight of the 14 major states increased by 1,160,000. He told reporters that COPE was getting out large quantities of effective literature on the candidates and the platforms

and that voluntary contributions for political purposes were the "highest on record."

Nixon A Potential 'Disaster'

The election of Richard Nixon, Meany said in reply to a query, "would be a disaster for the ordinary people of this country" based on Nixon's past record.

Meany noted that there was an unusually low sentiment for Nixon and the Republican candidates generally in the trade union movement but that "a considerable number" of union members are being attracted by the demagogic campaign of George Wallace. He emphasized that a vote for Wallace would in effect be a vote for Nixon and that a major target of the trade union campaign will be to switch potential Wallace votes to Humphrey.

This will be accomplished, he added, by an intensive education campaign involving all the resources of the trade union movement that will result in a large out-pouring of union members voting for Humphrey-Muskie.

In its analysis of the candidates the board reviewed Humphrey's record and declared:

Supports the Working Man

"Seldom has so qualified a candidate for President been placed before the American voters. Never has a presidential candidate been so totally committed in word and deed to the fulfillment of the American dream. Never has there been a presidential candidate more clearly identified with the aims and aspirations of America's workers."

Surveying the state of the nation as the election campaign moved into its final six weeks, the board cited the eight years of uninterrupted economic growth, the ever-increasing prosperity and the basic social reforms which have given the "overwhelming majority of Americans" higher real incomes, greater economic security and greater material well-being "than any people, any time, anywhere."

It stressed also the minority that has been "left behind" and declared its determination that they "must—and will—share as well in the wealth of America."

Noting the widespread discontent the statement pointed out that "discontent with the status quo is the hallmark of the labor movement, and indeed of the American people as a whole." What is disturbing, it added, is that some of the discontented have lost faith in America and its fundamental principles.

The board compared the Republican and Democratic platforms on 10 major issues—backed up by an 80-page booklet containing detailed comparisons of the AFL-CIO position and the party platforms on nearly 50 specific

items. The analysis declared that the Democratic platform:

- Offers a clear and straightforward program for correcting the major shortcoming of the National Labor Relations Act and the other protective legislation so vital to wage earners. It is a strong and clear document of support for collective bargaining and free unions.

- Calls for an intensification and extension of government policies which are the basis for the vast economic growth of the last eight years and the affluence of the great majority of Americans.

- Gives full recognition to the complexity of the urban crisis and the absolute need for a national approach.

- Offers sound hope that law, order and justice will prevail.

- Wholeheartedly espouses a specific, detailed attack on discrimination and deprivation of every kind.

- Is prepared to invest from the bottom to the top of the educational ladder.

- Says that social security benefit levels are not and have never been adequate.

- Calls for a tax system based on ability to pay compared to Republican proposals that would widen the gulf between the haves and the have-nots.

- Recognized in a positive way that more consumer protection legislation is essential and specifically pledges itself to do this job.

- Offers as realistic a program on Vietnam as could be evolved in a period of worldwide uncertainty and rapid change.

Turning to the presidential candidates, the board declared that nothing in Nixon's record suggests that he understands that the constitutional obligation to promote the general welfare "means the advancement of the social and economic well-being of the American people as a whole."

There is a real question of whether in the past eight years Nixon has become wiser or "merely more expedient," the board said, citing his "open and unabashed alliance with the most flagrant racist in his party's southern wing" to secure the GOP nomination.

Humphrey, it said, in a direct comparison is the "superior man." Never has Humphrey been found "faint-hearted or afraid. Never has he retreated from battle."

The board found Muskie experienced and skilled in the Executive and Legislative branches of government, fully qualified to fill the presidency if necessary. GOP candidate Spiro Agnew's record and recent tactics disclose not the "slightest qualification" for the presidency, "the only realistic yardstick."

A Happy Trio



Seafarer Rafael Molina showed wife Alba and daughter Elane what the New York hall looked like on a recent visit. Brother Molina is in the engine department and has sailed with SIU since 1960.

Congressman Warns at MTD Meeting

U.S. Redefinition of Maritime Goal Needed to Offset Russian Advance

WASHINGTON—A midwestern Congressman today called on the government to "redefine our national goal in the merchant marine field," in order to counter the burgeoning Soviet menace on the high seas.

Representative William D. Ford (D-Mich.) warned that the Russians are "well on the way to becoming a dominant—if not the world's leading—maritime power." He noted that the Soviet fleet, which stood at 1.8 million deadweight tons in 1950, has risen to almost 10 million tons today "and is expected to top the 15-million-ton mark by 1970."

Speaking at a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department, Ford said it was clear that "the Russians are beating us to the punch in this race for maritime supremacy."

Last year, he pointed out, the Russian fleet boasted 1,400 ocean-going vessels, "most of them under 10 years of age." By contrast, the U.S. fleet, even including ones demothballed for Vietnam service, stood at only 1,000 vessels, "and most of these," he said, "are over 20 years of age."

Ford noted that for the past several years, new ship deliveries to the Soviet fleet "have outpaced U.S. deliveries by a ratio

of 8-to-1," and that, in terms of ships on order or under construction, "the Russians hold an almost 12-to-1 edge over us in terms of the number of ships, and an almost 7-to-1 lead in terms of tonnage."

The Congressman called for a program that would make sure that this nation builds ships that are "good enough and big enough and fast enough to put us ahead—and keep us ahead—of world maritime competition for the next 25 years."

Cites Steady Fall

"Right now, we're not doing that. We've fallen from first to sixth place in world shipping in the past two decades," Ford declared, "and we've nose-dived from first to 14th place in world shipbuilding during the same period. At the present time, we're carrying less than six percent of this nation's total imports and exports—the other 94 percent is carried by ships of other nations. What's more, the figure wouldn't even be that high if it weren't

for the fact that our fleet gets preference in the carriage of some of the cargoes shipped by our own government, as part of our military effort or under our foreign aid program."

Ford called for establishment of priorities to:

- Reassign to the subsidized segment of the merchant fleet its original goal of carrying commercial cargo, instead of using these vessels to carry government cargo.

- Assign to the unsubsidized segment the task of carrying 100 percent of the government military shipments and "at least 50 percent" of foreign-aid shipments.

- Provide that at least 30 percent of commodities like oil and sugar, governed by import quotas, be carried on U.S.-flag vessels.

- Make it clear "that we do not intend to budge from our historic position" that U.S.-flag vessels must be built or rebuilt in American yards.

New Zealand Labor Lauds U.S. Ambassador's 14(b) Stand

John F. Henning, United States Ambassador to New Zealand, has won widespread popularity as this nation's representative in that far off country, particularly in the ranks of labor. As our fight here at home continues for repeal of the odious Section 14(b) of the Taft-Hartley Law, *The New Zealand Clarion*, official magazine of the New Zealand Laborers' Union recalled a speech Henning made on the subject as U.S. Under-Secretary of Labor in 1965. The article, exactly as it appeared in the September issue of the *Clarion* under the headline: "U.S. Ambassador Clicks", is reproduced below.

As anticipated in the "Clarion" of June, 1967, His Excellency, John F. Henning, Ambassador for the U.S.A., gets top marks for popularity. At his reception given on Independence Day this year, the accommodation was strained for two and a half hours with a continual change of representation coming and going. It was worthy of note that all sections of the community were well represented, and strangely enough there were no "protesters" brandishing placards outside his residence nor any police guard in evidence.

We said "strangely enough," but it would have been very strange had there been any protesters or police guard on this occasion.

Corroboration

We were not wrong in our estimation of Mr. Henning when we told of his labour associations in the U.S.A. The opinions expressed have been corroborated by a pamphlet which has recently come to hand from one of our correspondents in the U.S.

It appears that Mr. Henning, in his then capacity as Under-Secretary for Labour, addressed the Convention of the Glass Bottle Blowers' Association in May, 1965. He spoke off the cuff but the Association (one of the largest in the U.S.) thought so much of his extemporary speech that they caused it to be printed in pamphlet form and distributed it to all its members and to many thousands of workers throughout the U.S.

Union Membership

In the Taft-Hartley Act there is a Section 14(b) which makes it difficult for unions to organize workers in the U.S. This particular section was the main topic at the conference of the Glass Blowers. Mr. Henning followed the President of the AFL-CIO, who had commented on this obnoxious section, and this is what he said:

"Let me say this: I am proud to be here in the name of an Administration directed by a President who, in unprecedented fashion, in his State of the Union Message to Congress and the nation, pledged that it was one of his first purposes in this session of Congress to obtain the repeal of Section 14(b) of the Taft-Hartley Act."

He proceeded:

"Now, Taft, who was then in control, abolished the closed shop under Taft-Hartley. He allowed the union shop, however, to continue in existence. Under the union shop, as you would know, the employer would have the freedom to hire whom he would wish, but

within a given period of time that worker would be obligated to join the union. The union shop, then, was given continued life except for two great restrictions.

"The first was this. Taft said, 'You can have the union shop if the majority of workers in a given plant or operation vote for this provision in a secret ballot.'

"In the second great restriction, he said that the individual States, despite the fact that we are in an area of inter-State commerce, could legislate against the union shop and deny its existence. Hence, we have the 'right-to-work' laws adopted in this country since the coming of Taft-Hartley.

"Now, on that first restriction we have overcome the powers of opposition. Between 1947 and 1951, under that secret ballot NLRB requirement, there were 46,119 secret ballot NLRB elections held across this country on the question of the union shop in accord with the Taft requirements. Labour won 97 percent of these secret ballot elections, giving the lie forever to those who said, 'But the working people don't want the union shop. This is a technique of the union leadership.'

"Ninety-seven percent of the elections were won by the union. There were over five and a half million workers who voted in those 46,119 elections, and of the five and a half million and more who voted, 91 percent voted for the union shop.

"So, let no man tell you in the dialogue that is going on in this country in the months of this year that are before us, as 14(b) moves to the Congress that the working people don't want the union shop. They proved this in the secrecy and sanctity of the private ballot box.

"Now to his great credit, Taft, in 1952, accepted the majority thinking of the American working people and he did amend the law to provide that the secret ballot election would no longer be required. He, himself, conceded that it was obvious that the overwhelming numbers of American working people wanted the union shop....

"But the second great restriction prevails, and as George Meany said, in the 'Right-to-Work' States, we have the disadvantaged States of the nation. This point certainly will be one of the important arguments in the debate before Congress.

"But there is one important argument we must answer, one great argument in the arsenal of the opposition. I think all of us know people who are well-intended, who accept unionism, either the inevitability of it or the desire and need for unionism, but who say things like this: 'I appreciate everything that union labour has meant for this country, but I don't believe in required compulsory membership in any private organisation.'

"And the chap who thinks this way says, 'I don't believe that I should be required to join a church, or a business association, or a lodge, or a fraternal organisation, or anything of that sort. I am an heir of a great tradition of personal liberty in this country. America was founded by men who protected the freedom of the individual to make his own choice in such intimate matters. Unionism is the only institution in American life which violates this tradition when it requires membership, and I am opposed to it.'"

Mr. Henning continued:—"Let's take some of the private institutions of American life. Let's take the American Bar Association. A lawyer doesn't practice, he doesn't walk into a Court in most of the States of the Union, certainly not in California, in New York or Wisconsin, unless he is a dues-paying member of the Bar Association. He has to be a dues-paying member in good standing, no matter how gifted, no matter how experienced he is. He doesn't practice law unless he's in good order in this private institution. Why? For the protection of the standards of the craft.

"Unionism has only one restriction it places on the right to work. It places the restriction of required membership in a union so that the workers in a particular job operation may have a voice and a vote in determining the conditions under which they shall spend their working lives."

Equality Must Prevail

"It is that simple, because without the union shop, there can be no equality of bargaining," declared Mr. Henning.

"What does labour seek beyond the collective bargaining table? Labour seeks a nation in which every American will be well-clothed, well-housed, well-trained, well-educated and well-cared-for whenever in medical need. It seeks these services because of the nobility of man. This is the heart also of the racial question which plagues the nation. It is the nature of man we debate. If man is only a collection of chemicals, the value of which might be about \$25 or \$30 (and this is our personal worth in a materialistic sense), if that is all which man is, then why not kick him to death in the streets or bury him beneath the swamps? Why not shackle and chain him or deny him?"

Nobility of Man

"But if man is something more, if he is, as Genesis argues, one made in the image and likeness of the Creator, or for those who would not accept Genesis, if he is, in the language of those who wrote the Declaration of Independence, one endowed by his Creator with certain inalienable rights, then he is worthy of the noblest civilisation we can fashion. This should be the passion, this should be the determination of American unionism in the area beyond the collective bargaining table: To build a society that will honour the nobility of man, whatever his race or his colour or his creed," concluded Mr. Henning.

Obvious

In this article we can give only extracts from the excellent speech which brought hundreds of delegates to their feet in a frenzy of acclamation. It is from extemporary or impromptu language that we are best able to judge the depth of a man, and these extracts from the heart of the then Under-Secretary for Labour, the Hon. J. F. Henning, indicate the stuff of which he is made and which, no doubt, is the basis of his popularity with all sections of New Zealand today.

Welcoming New Pensioner



Albert Yumul is welcomed to the SIU pension roster by Headquarters Rep. George McCartney. Brother Yumul, who was a patient at the USPHS Hospital in New York at the time, joined the Union in Philadelphia. He shipped in the engine department and his last vessel was the Potomac. The 66-year-old Seafarer lives in New York.

SEAFARERS LOG

Sept. 27, 1968 • Vol. XXX, No. 20

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Nixon Makes Himself Quite Clear— Defends 14(b); Likes Grape Growers

Richard M. Nixon has assured anyone who may have been wondering that his views on key issues are "miles apart" from those of Vice President Hubert H. Humphrey.

The Republican presidential candidate gave these examples in speeches in Texas and California:

Humphrey favors repeal of the "right-to-work" Section 14(b) of the Taft-Hartley Act. Nixon said states should continue to have the power to outlaw the union shop.

Nixon noted that Humphrey, as a senator, sought to reduce the 27.5 percent tax exemption on profits made from oil. "I oppose reduction of that allowance," the Republican candidate said.

And Humphrey "has gone on record publicly" in support of the boycott of California grapes conducted by the striking United Farm Workers Organizing Committee with the solid support of the labor movement. Nixon denounced the boycott as "illegal economic pressure."

Nixon said the differences between himself and Humphrey present voters with "the most clearcut choice of any election in this century."

Truer words were never spoken.

The AFL-CIO Executive Council, in sharply criticizing Nixon last week, for his "ignorance" of the Taft-Hartley law, and in reiterating its support for California grape strikers who are excluded from coverage by the National Labor Relations Act, said: "While we are surprised at Mr. Nixon's ignorance of the law, particularly since he boasts that he was one of the authors of Taft-Hartley, we agree with him that this issue illustrates the sharp difference between his and Mr. Humphrey's philosophies.

"Mr. Humphrey does tend to be on the side of the poor and the down-trodden; while Mr. Nixon is automatically with the big financial interests."

Scheme to Wreck NLRB Scored by Senator Morse

WASHINGTON—The nation's most powerful employer organizations have begun a large-scale, well-financed drive to destroy the National Labor Relations Act and weaken unions.

They've hired one of America's biggest public relations firms to try to convince the nation that unions are "too strong" and that the National Labor Relations Board has been outrageously pro-union.

The drive is frankly tied to the hope that the November elections will put into office a Congress which will pass an employer-written labor law and a President who will sign it.

Senator Wayne Morse (D-Ore.) terms this employer campaign "serious and dangerous" in an article in the September issue of the *American Federationist*, the AFL-CIO's magazine.

The article is based on a speech Morse made in the Senate in which he warned that "if this campaign succeeds, I fear that it will lead to a new era of labor strife which will merely add to our already lengthy list of national problems."

Morse traces the buildup of the drive to gut the NLRB to the 1965 appointment of a "blue ribbon" committee of management lawyers by the National Association of Manufacturers and the U.S. Chamber of Commerce.

Its report is a 167-page analysis of proposed amendments to the present labor law and, Morse says, "it is punctuated by broadside attacks on the integrity of decisions of the NLRB and the federal courts."

While agreeing that "the legislative remedy should be aimed at the chief offender, the NLRB itself," the management lawyers were apparently divided on whether the labor board's jurisdiction over unfair labor practice cases should be transferred to a new national labor court or to the regular district courts. Either solution would be satisfactory, the committee said.

Summarizes 'Ripper' Amendments

Morse gives this summary of the employer-proposed "ripper" amendments:

They "begin by deleting from the policy objectives in the law's present preamble any reference to protecting self-organization and freedom of association.

"They go from there to limit the scope of the bargaining obligation, to restrict the board's power in unit determinations, to toughen a number of sections limiting labor's conduct, to ease various restrictions on employers, to confine the board's none-too-strong remedial authority within much narrower limits, to change the venue provisions for court review and to reverse over a score of Supreme Court, courts of appeals and board decisions in leading cases."

Morse noted that "however profitable for lawyers, this wrecking operation, based as it is on faulty and distorted analysis, would undoubtedly produce new instabilities and conflicts which would severely damage our labor-management progress."

Morse documents the role of the Hill and Knowlton public relations firm, which has a reputation as an "image maker" for conservative interests. These, Morse told the Senate, have included the gun lobby, the tobacco lobby, the steel industry in the 1937, 1952 and 1959 strikes, the oil and gas lobby in the early 1950's.

The Oregon senator agrees that some amendments are needed to the National Labor Relations Act. The amendments needed, Morse stressed, would strengthen rather than weaken "the objectives of sound labor legislation."

LABOR ROUND-UP

The Will-Share Club of San Diego, Calif. consisting primarily of Machinists members employed by the Rohr Aircraft Corp., has pledged \$6,000 toward the construction of a new United Service Organization (USO) center here.

Members of the International Brotherhood of Electrical Workers in northwest Pennsylvania have won elimination of wage zones and 42-cent wage increases in a new two-year contract with General Telephone Co. of Pennsylvania. More than 2,200 plant workers and telephone operators in the Erie, Johnstown and Oil City areas are covered by the pact, which was reached without a strike vote. Plant workers will get wage increases of 22 cents an hour this year and another 20 cents next year. Top rates for traffic department employees will go up by 15 cents an hour each year. Vacation improvements were won also, the IBEW's System Council T-1 announced.

Delegates representing 30,000 members of unions affiliated with

the Montana AFL-CIO honored James S. Ueber, retiring after 17 years as executive officer of the state body, at its 12th annual convention in Glasgow, Mont., this month. The convention banquet was transformed into a farewell party for Ueber, who was succeeded by James Murry of Helena. AFL-CIO Regional Dir. James J. Leary, banquet speaker, praised Ueber for having tripled state AFL-CIO membership during his term in office.

Joseph Coakley, 65, who retired July 1 after 25 years as legislative representative for the former AFL and the Service Employees, died recently while visiting friends and relatives in Worcester, Mass. Coakley came from Syracuse, N.Y., to Washington during World War II. He had been a police reporter for the Worcester Telegram and a correspondent for the New York Herald Tribune, the Associated Press and United Press. His wife, of Arlington, Va., and a son, William, who is on the SEIU staff in Boston, survive.

Bearing Their Cross



It isn't often that the veil is publicly lifted from the declining quality of medical care furnished in our hospitals today and it is particularly illuminating when the lifting process is performed from the inside—by members of the medical profession.

Just such an operation was performed recently by Doctors Raymond S. Duff and August B. Hollingshead, both of Yale University. Duff, a pediatrician at Yale School of Medicine and Hollingshead, a Yale sociologist, have written a new book, "Sickness and Society" which was recently reviewed by the *New Republic*.

Although unnamed in the book, their observations were obviously compiled—at least in part—at their university's medical center. For those who like to think that a teaching hospital has the highest standards, that the latest knowledge from the laboratory is brought immediately to the bedside, that care is provided to rich and poor alike by learned clinicians and eager students in the Dr. Kildare tradition, this is a startling eye-opener.

Duff and Hollingshead found that, rather than enhancing patient care the teaching and research functions of the hospital got in the way of its ostensibly primary job of healing the sick.

The medical school faculty, the authors note, is rewarded for research achievement, measured in numbers of reports published, rather than for treating patients. Students quickly forget they are dealing with human beings; they see their patients as "clinical material." After a typical ward patient died, his family was hounded for permission to perform an autopsy, with full approval of the hospital administration, and often with misleading information.

Furthermore, Duff and Hollingshead found matters little better in the hospital's private rooms.

True, these patients got more personal attention. But private doctors were "totally committed" to the care of the patient in only 35 percent of cases noted. They showed an almost total lack of interest in their patients' personal lives. This resulted, both in the wards and in private rooms, in illnesses often being misdiagnosed and mistreated. Where emotional factors or disturbances were central to the illness, this was particularly true.

In all, 12 percent of the patients were found to have been misdiagnosed physically and 34 percent mentally or emotionally.

"One of the salient points revealed in this research," Duff and Hollingshead declared, "is the separation of surgeons and internists from the everyday concerns of their patients. These physicians need to return to the mainstream of society."

While agreeing with this sensible prescription, we must add that it doesn't go far enough.

What has happened is that, under the careful control exercised by the American Medical Association, the "take" has become too good. Doctors have been grabbing for the dollar rather than showing proper concern for the patient.

A recent case in point is a new regulation issued by the Health Department of New York State which authorizes fees for physicians and surgeons in teaching hospitals who supervise interns treating Medicaid patients and who may do nothing more for their added income than walk through a ward.

How greedy can they get?

It is abundantly clear that the medical profession has refused to police itself. The government controls which they decry as "socialism" are becoming inevitable—and they will have no one to blame but themselves.

ANNUAL REPORT

For the fiscal year ended April 30, 1968
**UNITED INDUSTRIAL WORKERS OF
 NORTH AMERICA WELFARE FUND**
 275 20th Street, Brooklyn, New York 11215

to the
SUPERINTENDENT OF INSURANCE
 of the
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

ADDITIONS TO FUND BALANCE	
Item	
1. Contributions: (Exclude amounts entered in Item 2)	
(a) Employer	\$769,544.03
(b) Employee	—
(c) Others (Specify)	—
(d) Total Contributions	769,544.03
2. Dividends and Experience Rating Refunds from Insurance Companies	—
3. Investment Income:	
(a) Interest	11,414.51
(b) Dividends	—
(c) Rents	—
(d) Others (Specify)	—
(e) Total Income from Investments	11,414.51
4. Profit on disposal of investments	—
5. Increase by adjustment in asset values of investments	—
6. Other Additions: (Itemize)	
(a)	—
(b)	—
(c) Total Other Additions	—
7. Total Additions	<u>780,958.54</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	—
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	431,793.18
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expense, supplies, fees, etc.)	—
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	37,678.06
12. Administrative Expenses:	
(a) Salaries	59,642.55
(b) Allowances, Expenses, etc.	4,266.44
(c) Taxes	2,609.13
(d) Fees and Commissions	11,004.19
(e) Rent	5,180.60
(f) Insurance Premiums	290.53
(g) Fidelity Bond Premiums	804.00
(h) Other Administrative Expenses (Specify) see attachment	42,683.94
(i) Total Administrative Expenses	126,481.38
13. Loss on disposal of investments	—
14. Decrease by adjustment in asset values of investments	—
15. Other Deductions: (Itemize)	
(a)	—
(b)	—
(c) Total Other Deductions	—
16. Total Deductions	<u>595,952.62</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	351,081.92
18. Total Additions During Year (Item 7)	780,958.54
19. Total Deductions During Year (Item 16)	595,952.62
20. Total Net Increase (Decrease)	185,005.92
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)	<u>536,087.84</u>

STATEMENT OF ASSETS AND LIABILITIES

ASSETS	
Item	
1. Cash	54,299.85
2. Receivables:	
(a) Contributions:	
(1) Employer	—
(2) Other (Specify)	—
(b) Dividends or Experience Rating Refunds	—
(c) Other (Specify) see attachment	804.52

3. Investments: (Other than Real Estate)	
(a) Bank Deposits At Interest and Deposits or Shares in Savings and Loan Associations	430,750.00
(b) Stocks:	
(1) Preferred	—
(2) Common	—
(c) Bonds and Debentures:	
(1) Government Obligations	50,433.47
(a) Federal	—
(b) State and Municipal	—
(2) Foreign Government Obligations	—
(3) Non-Government Obligations	—
(d) Common Trusts:	
(1) (Identify)	—
(2) (Identify)	—
(e) Subsidiary Organizations (Identify and Indicate Percentage of Ownership by this plan in the subsidiary)	—
(1)	—
(2)	—
4. Real Estate Loans and Mortgages	—
5. Loans and Notes Receivable: (Other than Real Estate)	
(a) Secured	—
(b) Unsecured	—
6. Real Estate:	
(a) Operated	—
(b) Other Real Estate	—
7. Other Assets:	
(a) Accrued Income	—
(b) Prepaid Expenses	—
(c) Other (Specify)	—
8. Total Assets	<u>536,087.84</u>

LIABILITIES

9. Insurance and Annuity Premiums Payable	—
10. Unpaid Claims (Not Covered by Insurance)	—
11. Accounts Payable	—
12. Accrued Expenses	—
13. Other Liabilities (Specify)	—
14. Reserve for Future Benefits (Fund Balance)	536,087.84
15. Total Liabilities and Reserves	<u>536,087.84</u>

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE FUND ATTACHMENT TO THE ANNUAL STATEMENT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK

For the Year Ended April 30, 1968

Deductions from Fund Balance

Item 12(h)—Other Administrative Expenses	
Postage, express and freight	\$ 13.62
Telephone and telegraph	1,544.09
Equipment rental	3,853.96
Miscellaneous	3,633.85
Repairs and maintenance	947.50
Dues and subscriptions	213.67
Stationery, printing and supplies	7,423.48
Employee benefits	4,023.98
Tabulating service	15,751.17
Microfilm	270.93
Outside temporary office help	99.76
Miscellaneous Trustees meetings expense	10.98
Field audit expense	1,295.97
New Jersey and New York Disability Insurance expense	1,429.58
Information booklets—benefits	2,171.40
	<u>\$42,683.94</u>

ANNUAL REPORT OF THE

United Industrial Workers of North America Welfare Fund

STATE OF New York }
 COUNTY OF Kings } ss.
 Frederik B. Paulsen and Al Kerr

Trustees of the Fund and
 affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee:
 x *Frederik B. Paulsen*

Employee trustee:
 x *Al Kerr*

Others (Indicate titles):

A Whale of a Tale

FOR CENTURIES BEFORE the earth's petroleum with which we are all so familiar today was known to exist, man's quest was for an altogether different kind of oil which was derived from denizens of the sea who were not even designed by Mother Nature to be there in the first place.

Whales, some species of which are not at all the enormous creatures the term brings to mind, have been hunted by all the coastal inhabitants of the earth from earliest times for their coveted oil, their magnificent teeth, and their blubber which was prized for dietary as well as medicinal purposes.

Although the ancient practice of whaling has been almost completely abandoned in the United States, it is still actively pursued—at least by Soviet Russia, Japan and Norway. Putting in at Sydney, Australia, last May 20, a Soviet whaling fleet—consisting of 20 catcher boats and a modern factory ship fully capable of processing the catch—declared that it had captured its full quota of 3,321 whales, mostly of the fin and sei variety. Four Japanese, two Norwegian and two other Russian whaling fleets were also active during the same period.

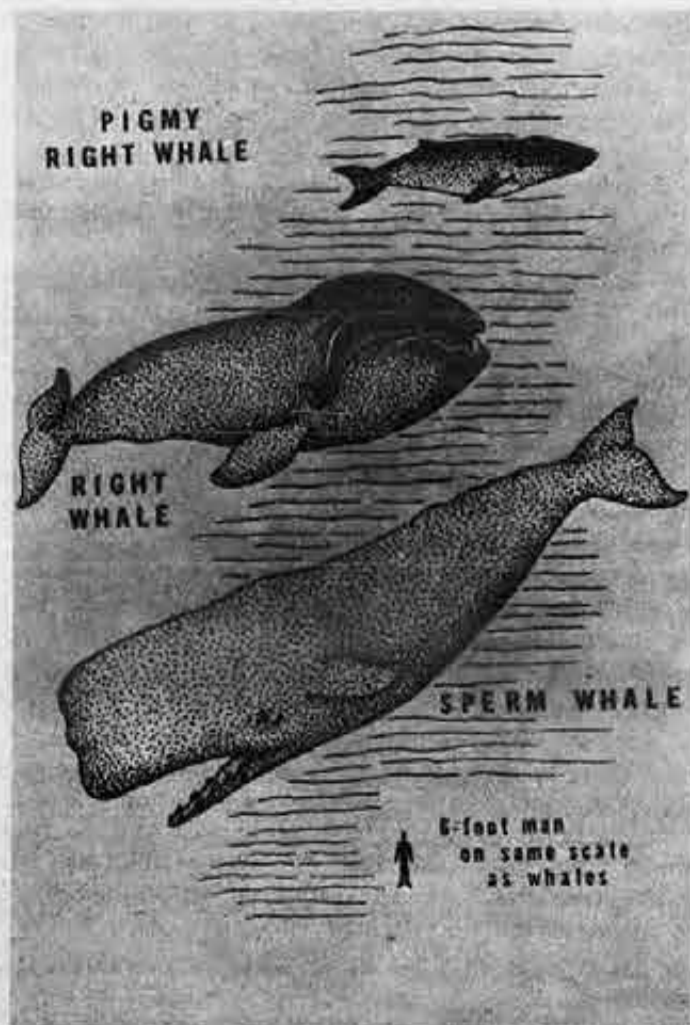
Practiced mainly by Eskimos, to whom whaling is traditional, there is little else of the art remaining on the North American continent. While the whale's meat is still a delicacy in some parts of the world, and its other contributions are still evident in many available products, these once prized creatures have been largely forgotten except as oddities or subjects of legend.

How many of us remember that the playful dolphin is a whale? Or the frolicsome porpoise. We don't think of them as whales because some varieties are only four feet long.

Nevertheless, this is a big family—one that has captured the imagination and has been outstanding in literature and fable from the time of Jonah to Moby Dick and beyond.

The largest animal on earth is the blue, or sulphur-bottom, whale which grows to a length of over 100 feet and weighs up to 125 tons. The world's fiercest animal is the killer whale—sometimes called the grampus, but really a big dolphin—which reaches a top length of only about 30 feet. Even larger whales flee from the ferocity of this creature because the species will attack in packs and bite huge chunks out of the victim, literally tearing him to pieces.

Some whales will actually attack ships, and killers attack men—particularly when enraged by harpoons. They have tremendous power in their tails, which are their chief means of propulsion.



There is a story on record of a killer named "Old Tom", who haunted an Australian shore station for more than 80 years and could always be easily identified by his unique markings. Although he terrorized several generations of local fishermen, he didn't discourage their whaling activities.

Despite such dangers and the additional perils and inconveniences putting out to the unknown seas, whale-hunting has been practiced not only as far back as recorded history but even by pre-historic men in small skin-boats. It is believed to have begun with the taking of whales which had been helplessly stranded on or near the shore.

This was so because of the varied products available from the animal. Chief among these is its oil, which is of excellent quality. Also important are baleen—or whalebone—from the teeth of the sperm whale and the tusks, particularly of the narwhal.

Ambergris, a valuable substance used in making perfume is another product of the sperm whale, as is spermaceti—an oil found in the beast's head and used in the manufacture of ointments and candles. The skin of some other species also makes fine leather.

In the days of the hoop-skirt, whalebones were much in demand for their stiffening. Just as with the pig, the whale is processed in efficient factories which utilize everything but the grunt.

Among the most efficient whalers of the 17th Century were the Dutch, who centralized their main operations in Spitzbergen, just south of the Arctic ice-cap. The most profitable whaling was found to be in the northern regions, so the whalers followed the mammals along the Gulf Stream, which bathes Iceland, the southern tip of Greenland, and the coast of Norway with its comparatively warm waters. In this way they avoided the perilous ice-packs.

No matter what the hardships, the lure of fabulous



Some of the 65 whales washed ashore and stranded at Firth of Vejle, Denmark, recently.

profits was always the magnet that drew these whalers on—and a good catch was like a gold-strike.

Early whaling was a way of life for the Phoenicians in the west; the Japanese and Polynesians in the east. In America, the early colonists learned the business from the Indians, who, lacking large, ocean-going vessels, practiced whaling in flimsy canoes close in to shore. Their main target was the porpoise. Occasionally they managed to drive their stone and bone-pointed harpoons into great whales which wandered near shore and which they then drove to the beach or towed by hand or paddle power.

A key problem was to keep the dead whale afloat so that it could be towed ashore and systematically stripped of its blubber, tongue (which was also much prized for its meat) and even its large bones which they used as a framework for housing.

Early white settlers learned quickly from the Indians and soon developed their own industry, which centered around the great northern ports. New Bedford and Nantucket became world-famous whaling centers. The species pursued were the same black right whale which had first tempted the Basques. This creature migrates south each fall along the eastern American seaboard just as it does down the western European coast.

It was the Basques, those ancient and mysterious people of the Bay of Biscay area of what today is Spain, who were the great whalers of the fifteenth and sixteenth centuries, until the Dutch and British took over, still utilizing Basque harpooners.

A Basque sea-captain, François Sopite Zaburu, altered the whole course of whaling about 1600 A.D. when he invented a "floating factory" aboard ship made of brick and stone. This enabled the extraction of oil and baleen on the high seas and not only prevented spoilage of the whale's carcass, but made it unnecessary for the ship to return home with a limited catch.

The lengthening of the whaler's sea voyage produced important developments elsewhere. Following the path of the whale, British and Dutch ships managed to chart not only the lands of the northern waters, such as Spitzbergen and Greenland, but also Labrador and further parts of the North American continent.

Other inventions which further refined whaling



Aboard the whaler, Anglo Norse, crew members prepare to dismember a newly captured prize.

techniques were the development of the harpoon gun by Svend Foyn of Norway in the middle of the 19th Century and the building in 1923 of the first real factory ship by Captain Carl Anton Larsen.

It was the harpoon gun which propelled the Norwegians strongly into the whaling industry, where they proved more than worthy as competitors of the English and the Dutch.

Whales are, of course, mammals, not fish. Scientifically they are known as cetaceans. Though primitive creatures, some varieties, such as the dolphin, have demonstrated a high order of intelligence and shown not only that they are amenable to training, but are being studied today by scientists who believe they have developed a language and can communicate with each other.

Adapted by an unknown freak of nature to marine living and, especially to the need for ever increasing speed and maneuverability in the water, whales have come, through the thousands of years in which they have been living in the sea, to resemble fish not only in shape but in other exterior features.

Being warm-blooded animals, their need to keep body temperature up has led to the development of an oil-filled tissue under the skin which retains heat. This blubber completely covers the animals and its unique quality has been a prime cause for the whaling industry. On the smaller species the blubber is about an inch thick, on the great whales it runs from 14 to as much as 20 inches in depth.

Whales do not breathe in the water; they usually rise to the surface every five to ten minutes. Some, however, have been known to stay under for as long as two hours. When they reach the surface they "blow." This geyser-like stream is the forcible expelling of the used air within the giant lungs, mixed with water vapor and being emitted through the one or two nostrils (depending on variety of whale) which are located far back on the head of the whale.

The family is generally divided into baleen whales and toothed whales. Baleen, or whalebone, is a structure of hundreds of horny plates which grow down from the palate and form a sieve or screen.

This variety feeds by swimming swiftly through water loaded with the smallest mollusks or little fish—or with many—in the case of some sub varieties, microscopic sea life called plankton—with its mouth wide open. When the mouth is closed, water is forced out between the blades but the food is caught in the whalebone, crushed by the tongue and ingested internally. The mouth is actually a huge bucket for gathering large quantities of small life—this accounts for the enormous size of the whale's head which is about one third of the body's overall length.

The toothed whales, including dolphins and porpoises, generally live on cuttlefish, squid, octopuses and larger species of conventional fish. The only variety which will eat other warm-blooded animals—including humans—is the killer.

We now know that all whales—particularly porpoises and dolphins—maintain a tremendous racket under water, mooing like cows, moaning, whistling and making chuckling sounds. Although they have no external ears and only small auditory exits, they appear to have very keen hearing both beneath and above the water.

Known varieties include right whales (among which are the black, arctic and pygmy); rorquals (which include the blue and finner); humpbacks and gray whales. These are baleen whales. The toothed variety include the sperm, beaked, white whales, dolphins (including the killer) and porpoises.

The larger species, like the rights, humpbacks, finners and blues have been disappearing not only in the north but also in the open waters of the southern hemisphere. However, some species, like the sperm, have been making a healthy comeback. An overall world-wide annual catch quota has been set by an International Whaling Commission at 14,500 blue-whale units—composed of either one blue, two finners, two and a half humpbacks or six seis (rorquals).

GOP Congressman Charges Gov't. Never Gave Priority to Maritime

WASHINGTON—A Republican Congressman last week accused the Administration of never having given "high priority, or really any priority," to the nation's maritime problems.

Representative James R. Grover (R-N.Y.), told a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department that the Executive Branch of government had taken a "head-in-the-sand posture in considering the troubles that we have in shipping and shipbuilding."

The New York Congressman noted that earlier this month, President Johnson had issued a one-sentence statement dissolving his tripartite Maritime Advisory Committee, created in 1964 to study merchant marine problems and recommend a new national policy.

Dissolution of the Committee, Grover said, "has put an end to a four-year farce." He added that the efforts of the Committee composed of labor, management and public representatives had been "doomed to failure almost from the outset."

"For years," the New Yorker charged, "it has been obvious to most of us that the Maritime Advisory Committee, its activities and its recommendations had not been welcomed by this Administration. It did its work without thanks, it submitted its report to the President without thanks, and now it has been brusquely dismissed by the President—again

without thanks."

While the President's advisory group was working on a program to revitalize the merchant marine, he charged, "the bureaucrats were busy trying to scuttle our fleet." He said that Executive Branch personnel, who were "supposed to be assisting" the blue-ribbon panel, "formed their own secret committee" known as the Interagency Task Force. Its proposals ran completely counter to those of the Advisory Committee, Grover said.

Progress Thwarted

"Where the President's Advisory Committee pleaded for more," he said, "the Interagency Task Force recommended less; where the labor, management and public representatives urged the government to advance, the bureaucrats advocated retreat."

The Congressman contended that the Task Force report was the only one to be publicly circulated by the government, and that its recommendations "formed the basis for subsequent Administration proposals to Congress."

Grover forecast that, despite the fact that it was pigeonholed by the Administration, the report of the Maritime Advisory Com-

mittee eventually will become "the central theme of our nation's maritime policy."

He recommended a variety of steps to strengthen the civilian-owned and civilian-manned merchant fleet, declaring:

"We should help to build more ships, making sure that they are built in American yards; we should insist that other countries which are so willing to accept our foreign aid should also be willing to have that foreign aid arrive in American ships; we should tax American companies which own runaway-flag ships so that they will find it less palatable to register and crew their vessels abroad; we should insist that imports which are covered by protective quotas move in American-flag vessels; we should insist on equitable tax treatment for the entire merchant marine. . . ."

Grover also called for striking a "balance" between the use of subsidies and cargo preference laws, to prevent subsidizing some carriers twice—"once with operating and construction subsidies, and again with cargo that is reserved for American vessels and that is carried at preferential rates."

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

By Sidney Margolius

Beware of Trade School Frauds

A Minneapolis newspaper reporter with a heart is shocked by what he found writing a series of articles about trade and correspondence schools.

"I feel there are thousands of people, predominantly poor, who are being cheated and fleeced and are never emitting a peep or protest," Mark Wyman, labor reporter for *The Minneapolis Tribune*, said recently.

"Time after time I realized that people who had been cheated or over-promised felt there was nothing they could do. They feared a lawsuit; they feared garnishment; they feared the public shame which newspaper publicity would bring.

"I never really grasped how this trade school fraud system could keep operating until I spent part of an evening with a young factory worker who had been hooked by a heavy equipment school (60 correspondence lessons and two weeks' residence to become an expert c.a. heavy equipment).

"He is married, has two little children and lives in a small suburban home. He displayed complete ignorance as to his safety from further bother by the school once he had written in to cancel though it meant losing the \$200 registration. He still thought the school could get him somehow. As I went to leave, he commented, 'You're not going to put this in the paper, are you?'"

Wyman's articles in *The Minneapolis Tribune* produced some facts that young workers seeking to improve themselves—as well as parents and students interested in vocational training—absolutely must know. These revelations are especially important now because, among other types of schools, many computer "institutes" have sprung up. Almost every family with a high-school graduate automatically gets a half-dozen or more mail solicitations from computer schools as well as the customary solicitations from business schools and other trade schools.

Wyman tells about the experiences of one youth who sought computer training. First he lost \$150 when a fraudulent computer training school closed up. He wanted to avoid a second misstep but could find no one to advise him frankly on what to watch for in specific trade schools. So he checked on a course at another "computer institute" that would cost \$1,080. The ads implied that he could become a programmer. But he soon realized that with out more educational background he would qualify only for a lower-skill job as a computer or key-punch operator.

An ad in our files shows a cartoon of one boy saying to another: "Hey, Joe, how did you get such a high-paying job? You just finished high school a couple of months ago."

The other boy answers: "Sure, Bob! I took a terrific course at the Computer Institute. I learned how to operate a computer—it's real cool! I got this real good job as soon as I graduated."

Upon further inquiry, we found that the minimum course is 13 weeks at a cost of \$845; that almost all students take longer than that, and that when they finish, they are ready only to be programmer trainees with a private employer, not programmers.

The real problem, as Mark Wyman found, is where to get impartial, candid advice about various schools. The guidance director at one high school told Wyman: "We used to tell students to check with the Better Business Bureau, but that didn't do any good."

Another high-school counseling director said: "We can't go any more by the fact that trade schools are GI-approved, because many of the schools we have trouble with are GI-approved."

Nor can you be completely reassured by the fact that a school is approved or accredited by state education authorities. While this is at least more assurance than no state approval at all, in many states the laws governing private vocational schools are inadequate, or weakly administered.

Another guide usable for correspondence schools—but again not wholly satisfactory—is whether the school is approved by the National Home Study Council.

Among the useful facts Wyman dug up is that the fraudulent trade schools threaten more often than they actually sue students who do not complete a course and refuse to pay any more money. The schools themselves are afraid of the publicity that might result from a court trial.

Besides consulting high school counselors, and state, V.A. and Better Business Bureau records (even if these are uncertain assurances) talk to large employers in the area. They can tell you if the training and job prospects are as good as a school claims.

Young people interested in technician training in the medical field also should consult local hospitals, labs, doctors and dentists before signing up for a course. Many of the private schools offering training as medical-laboratory technicians, are not approved by the professional and medical associations. Their graduates then find it hard to get jobs in the field they assumed they were being trained for.

Showing how important it is to first consult potential employers and local unions about trade schools, Wyman says, the young worker who signed up for the heavy-equipment course checked with the local Associated General Contractors the next day. They told him the course was worthless; equipment-operator jobs were scarce, and wages far below those suggested by the salesman.

It was too bad he did not call a day earlier. The \$200 he paid was "nonrefundable."

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

September 6 to September 19, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	3	3	1	0	14	10
New York	61	44	37	29	20	184	98
Philadelphia	7	8	5	3	3	19	14
Baltimore	37	19	28	11	7	90	24
Norfolk	7	11	8	12	4	37	15
Jacksonville	12	7	7	4	7	20	6
Tampa	19	8	4	4	0	19	8
Mobile	33	20	20	21	2	63	15
New Orleans	41	44	21	9	2	122	75
Houston	67	30	31	25	7	116	104
Wilmington	18	27	13	26	15	35	2
San Francisco	27	60	20	41	33	70	19
Seattle	20	11	9	13	18	43	6
Totals	354	292	206	199	118	832	396

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1	1	0	1	4	3
New York	61	83	35	40	16	127	98
Philadelphia	6	5	4	7	2	16	15
Baltimore	15	26	19	12	3	56	39
Norfolk	6	14	9	12	5	12	17
Jacksonville	10	15	10	14	10	18	15
Tampa	6	10	1	4	0	4	10
Mobile	22	23	17	24	4	50	28
New Orleans	27	38	17	14	3	68	84
Houston	19	40	22	21	18	91	106
Wilmington	10	23	9	14	21	12	3
San Francisco	40	36	37	23	30	47	16
Seattle	17	18	9	12	7	25	32
Totals	239	332	190	197	120	530	461

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	1	1	1	2	8	2
New York	35	29	38	11	13	116	43
Philadelphia	8	5	1	4	5	18	13
Baltimore	19	11	9	14	5	65	20
Norfolk	4	5	2	9	9	21	15
Jacksonville	4	7	5	3	11	7	8
Tampa	13	2	4	3	1	6	9
Mobile	18	14	14	11	1	54	18
New Orleans	30	22	17	3	1	96	51
Houston	22	25	24	11	5	76	53
Wilmington	6	7	6	4	9	13	2
San Francisco	37	50	47	43	21	56	35
Seattle	13	13	9	9	3	11	12
Totals	214	191	177	126	86	547	281

Seafarer's Brother Enjoys The LOG

To The Editor:

I wish to compliment you on the interesting articles printed in the Seafarers Log.

My brother is a merchant seaman and has been with the Seafarers for over twenty years. The LOG is sent in care of one of my sisters and when she has finished reading it, she gives the paper to me.

The stories I enjoy reading most are about the seafarer's adventures in the ancient and colonial days. Especially when they believed that the oceans were filled with strange creatures.

It's amazing to think that the seamen living in those days had such superstitious ideas.

I also enjoy reading of the experiences of some of the Seafarers adventures on their trips to foreign countries, especially stories of the way different peoples live, etc. I hope that you will continue publishing more of these interesting articles in the Seafarers LOG.

Sincerely,
Kenneth Gonyea
Clinton, Mass.

LETTERS To The Editor

Wallace Policies Threat to Labor

To The Editor:

I was appalled at reading that some labor union members in Michigan are considering voting for George Wallace, the third-party candidate in November.

This is a frightening indication that these midwestern citizens—workers to whom the upcoming election is of vital consequence—are not really familiar with the Wallace record.

While Wallace was Governor of Alabama, workers received wages among the lowest in the nation, the state's tax structure was overwhelmingly in favor of the rich and its educational system was—and remains—among the worst in America. Wallace gears his appeal toward, and is supported by union-haters and bigots. He kept workmen's compensation in Alabama at the lowest in the nation and the state fails to meet all but one of the major AFL-CIO standards for a good workmen's compensation law.

On the subject of law-and-order, dear to Wallace's heart, his state has one of the highest murder rates in America. While Wallace was Governor in 1966, Alabama almost doubled the national average for murder per 100,000 persons. Wallace bragged that he would turn schools over to local control. Yet as Governor, he brought in state troopers to enforce his own will over local school authorities in Alabama. He has used State Troopers as his personal gestic and body guards. In fact, State Troopers have left the state to campaign with him. Who then, is guarding against crime back in Alabama?

Some otherwise well-meaning and informed citizens in the north may have a fear of competition from minority groups and Wallace is an expert in the

use of fear and hate. If our democratic society is to survive these foolish fears must be set aside. They deal with emotional issues and only clear thinking can solve them. For instance, what would Wallace do for unions if he became President? No progressive legislation would be passed; that is fairly obvious. Indeed, Wallace would undoubtedly move to overturn, if possible, some of labor's biggest gains.

Just look at one of his staunchest supporters, Edward Ball, who steadfastly runs the Florida East Coast Railway as a scab operation, rather than settle with striking railroad workers.

We should all do everything possible to look most carefully at what really makes racists like Wallace tick. It only takes a few seconds to pull the lever in the voting booth. But in that instant a lifetime of legislative progress, bitterly fought for by organized labor could be seriously jeopardized.

Paul Hunt

Nixon Continues True to Form

To The Editor:

The stand Richard Nixon has taken on the farm workers strike comes as no surprise. As most people in labor expected, he is siding fully with Governor Ronald Reagan and his pals, the grape growers.

This attitude shows that, rather than "new" as he'd have us all believe, he's just the same old Nixon. His double talk on the nomination of Abe Fortas as Supreme Court Justice; his claim that he is for the nuclear test ban treaty while refusing to actively support its passage, and his insincere "law-and-order" statements—aimed clearly at the potential Wallace-racist vote, all serve to prove conclusively to me that Nixon is still the familiar tricky Dick of 1952-1960.

I sincerely hope that voters will not allow themselves to be misguided by his emotional half-truths but instead will weigh carefully the views of the candidates.

James Chambers

Seafarer Serving Hitch in Army

To The Editor:

I am a member of the SIU. As of now, I am in the United States Army, serving my time in turn, as my father and brothers have done before me.

I am in the 158th Assault Helicopter Battalion, stationed at Fort Carson, Colorado. My unit will be leaving for Vietnam, sometime in January or February of 1969. My father, Jose Castro, is a very old member of the SIU and has sailed on many of the Union's contracted ships. He will soon be completing 25 years of service with the Union.

I am hoping to receive the LOG whenever it comes out. I hope to be sailing again for the SIU, when I finish my time in the Army.

Sincerely,
Sp.4 Pedro A. Castro
United States Army

Seafarer Darwin Koy Is Challenged By Golf Courses Around the World

A set of golf clubs is standard equipment for Seafarer Darwin Koy, whenever he ships out. Brother Koy, who has played golf for some ten years, recently received a trophy for winning the third flight at the Santa Maria Country Club championships in California. He takes his clubs with him everywhere and has played many courses all over the world.

"The Santa Maria championship was for club members," Brother Koy told the LOG. He has been a member about five years. "It was a match play and I won four matches to win the trophy," he explained. Flights are based on handicap, with the first flight for golfers with a scratch or low handicap. It goes up to six flights. Koy's handicap is 12.

"I don't get the opportunity to play much, due to the fact that I am at sea most of the time, but I made it a point to be in town for this tournament," he said. "I took my vacation during the time the tournament was scheduled."

Played In Pro-Am

Following the Santa Maria club championships, the California Open tournament was held on the same course and Brother Koy also entered this pro-am competition. His partner was Wayne Otis, a Long Beach professional who teaches at a driving range. Koy and his partner "finished in a four-way-tie for second place," and the Seafarer received a cash prize of almost \$80.

He previously won the fifth flight of a tournament in Huntington Beach back in 1958. "When my brother took up the game I decided to take it up myself," Koy said. "Now, I take my clubs everywhere." Although he possesses a fine set of expensive golf clubs, he never worries about them during a voyage. "I have them secured in my foc'sle and they are just as safe as anything else if the weather gets rough," he noted. "I also take a small TV set along and neither it nor the clubs have ever been damaged."

Sailing gives a man a chance to see the world and in Koy's case, a chance to play on courses in many countries. "I played a lot of golf in Saigon. When I was there, my shipmates thought I was crazy because I played every day we were in port." However, he found it quite safe on the golf course, in spite of the war. "They have a



Seafarer Darwin Koy displays the trophy he received for winning the third flight of the Santa Maria Country Club championships. Brother Koy joined the Union in 1957, in the Port of Wilmington. An avid golfer, he takes his clubs with him on all his voyages, without fail.

nice, quiet course there and it was probably safer there than downtown." Brother Koy, who sails as FOWT and machinist, has made five trips to Vietnam, the last being about 18 months ago. The golf course is on the outskirts of town. "Perhaps it's no longer as quiet as it used to be," he said.

"I have also played in Southampton, England, which has a fine municipal course and which I would consider one of the nicest I've played on. The fee is reasonable and the people are friendly."

"Japan has possibly some of the most beautiful golf courses anywhere," he continued, "although the better ones are reserved for club members." Recently, television's "World Series of Golf" was held at a course in Manila, which Koy has also had a chance to try. He describes this one as "hard and challenging."

Golf courses of Pakistan, Venezuela and Curacao present the golfer with an even tougher test. "There isn't a blade of grass on them and the scores really go up," Brother Koy said. While in Pakistan, he played with that nation's professional champion. "He had a real old set of clubs and was sort of comical looking, but he knew every bump on the course and exactly how much roll he would get."

Best Round was 76

Koy, who shoots in the mid-80's, said his best round ever was a 76 which he fired at Recreation Park in Long Beach and again at Lakewood, a Los Angeles County course. The only hole in one he made "was on a pitch and put course and they don't count." The Seafarer can "drive a ball off the tee with ease. I'm poorest off the

green. I can get pretty good distance, but then my putting and chipping falls down."

He explained that "you have to acquire a feel for putting and chipping and, being away at sea for long periods, I lose part of my feel." "In chipping, you shoot straight at the pin and have to know about distance and the right touch for hitting the ball," he pointed out. "It comes only with constant practice, and of course this is difficult to acquire while sailing steadily."

His favorite among the professional golfers is 48-year-old Julius Boros, this year's winner of the PGA tournament and one of the top players on the tour. "He has the smoothest and easiest swing in golf," Koy believes. "If I'm in a tournament he's in, I'll follow him around the course. He hits a heck of a ball and when I see his easy swing, I cut down on my own for about three weeks, then fall back to trying to murder it." Besides the aforementioned Otis, the only other pro Koy played with was Duke Ulmer. "I played with him in Long Beach, but I believe he lives in Florida now," he said.

Brother Koy hopes to play golf as much as possible in the future and is very interested in competing in the regular competition of the California State Open. In order to qualify, the golfer must shoot good enough to make par consistently.

Born in Salinas, California, he now lives in Huntington Beach. Koy joined the Union in Wilmington and has sailed with the SIU for 11 years. During World War II he served in the Navy.

New 'B' Book Man



Ronald Searcy just received his B book at the New York hall. He ships as FOWT, most recently on the Mohawk, sailing to Vietnam. He's looking for a European run.

Seafarer Recalls 'Wonderful Life' As Sailing Career Comes to an End

Seafarer Benjamin Gary recalled some of the highlights of a long career at sea, while picking up his first pension check at the SIU hall in Baltimore. Brother Gary retired on doctor's orders because of heart trouble but he did it "with great reluctance." "Sailing is a wonderful life," he said. "I really gave the doctors a hard time about giving it up but finally had to bow to their findings."

A taste for the sea came to him early in life. His father was in the fishing and oyster business and also was once an ocean surveyor. A long-time resident of Baltimore, Gary grew-up in West Point, Virginia, not too far from Richmond. He sailed as an OS on his first trip but since he had some experience as an electrician, he soon switched over to the engine department. He has sailed mostly as chief electrician in recent years.

Like most Seafarers, he's "been about everywhere," although he concedes there are a few ports he missed in his travels. Australia ranks at the top of his preference list of foreign nations. "The people are so much like we are," he said. "They always treat you fine as long as you behave." While in Australia, Brother Gary had an opportunity to sample a favorite local sport, chasing kangaroos by jeep.

"The Australians don't hurt the animals—they try only to catch them and sometimes keep them for pets. Believe me, they can really run," the Seafarer said. "About six of us from the ship were invited along and we chased the kangaroos over hills and gullies 14-feet deep. I was hanging onto the jeep with both hands," he remembered.

Gary also lists Bangkok, Thailand, and Singapore as favorite places. The people are very gracious in Bangkok and Singapore is

deservedly well-known for its fine restaurants and places of entertainment that cater to seamen, he said.

During his sailing career Gary has fished a great deal and still hops in the car to take in some fishing—mostly for perch—in the Baltimore area at every opportunity. "We used to fish a lot from the ships, and I caught a good number of sea bass," he said. "We'd use meat hooks and catch sharks and barracuda, too. The biggest fish I believe I ever caught, was an eel 24-feet long. I was on the Robin Gray in South Africa at the time."

Mistaken for Enemy

When Brother Gary joined the SIU in Norfolk, World War II was still on and he soon was sailing in the combat zones where he had his share of close calls. The most dangerous situation in which he found himself was when he was aboard the Blue Ridge Victory and the vessel was almost blown out of the water—not by the Germans, as it turned out, but in error by a friendly English shore battery.

"The Blue Ridge Victory," he recalled, "got behind its convoy on a trip to London. As we made our way up the river Thames, the ship was spotted by a shore installation. The personnel had not been informed in time of scheduled shipping, so they assumed the Blue Ridge Victory was a German vessel and opened fire on us without knowing we were Americans."

"The Captain lost no time in informing the British that we were

friends, but since we were carrying a full cargo of ammunition at the time, the crew breathed a mighty sigh of relief when the firing stopped."

A more humorous moment during the war came in Guam. "Fighting was still going on," Gary recalled, "but we were in a safety zone for a while. A group of us—Seafarers and Navy seabees—were standing around a coconut tree, trying to figure out a way to get the fruit down. One fellow said it was a simple thing to do. He picked up a piece of coral, and threw the coral up into the tree. "We discovered his reason soon enough. There must have been 100 monkeys up there and they promptly bombarded us with coconuts. We had all we wanted or could carry without really having to work for them."

Electronics Bug

Although he is retiring, Gary doesn't plan to become inactive. "I have studied some electronics," he said. "I might continue my studies by either attending a school here in Baltimore or taking a correspondence course. I've also done some minor service work on television sets."

His interest in electronics stems from some time he spent on the "1835," a missile-tracking vessel, in 1957. "Those ships had numbers, not names," he remembers. "They were run by the Swanee Company and were very small and reminded me of Japanese fishing boats. I think those were about the roughest trips I ever made. Each missile-tracking ship had its own set position and would track the rockets to recover their cones. Gary's ship ran to Brazil.

Gary and his wife, Jennie, have been married 27 years and have a son, Donald—also a Seafarer—and a daughter, Nancy. Nancy is married and has six children. Gary said proudly. Although they never sailed together, Gary recalled that his ship once arrived in India the day after Donald's arrival in the same port and they had a surprise reunion. Donald is married and has one child.

Enjoys Painting

Gary spends much of his leisure time painting. "I painted at sea sometimes, mostly at night. My favorite subjects were always the sea and ships—especially Spanish Galleons. I also do fairly well on flowers and religious subjects."

Although sorry to see his career end a little sooner than he'd hoped, Seafarer Gary had high praise for the SIU pension plan, and other Union benefits, that make retiring easier for the seaman of today. "Seamen are much better off than they were when I first shipped out," he declared. "You were lucky then if you got something to eat, and you never heard of overtime. The SIU has brought us all a long way to today's decent salary and decent care. It can't be beat."

FINAL DEPARTURES

Fred Mapstone, 52: Bronchopneumonia claimed the life of Brother Mapstone on June 10, in Tampa, Florida. He was a native of Youngstown, Ohio and lived in Tampa. A member of the engine department, his last ship was the



Vantage Venture. Brother Mapstone joined the SIU in Tampa. During World War II he served in the Army. Surviving is his widow, Julia. Burial was held in Oak Grove Cemetery, Tampa.

Louis Bentley, 63: Brother Bentley died August 3, of a myocardial infarction at USPHS Hospital in Galveston, Texas. Born in Alabama, he lived in Pasadena, Texas. Seafarer Bentley sailed in the engine department and joined the SIU in New Orleans. His last vessel was the Del Sud. Surviving is a sister, Mrs. Arlin Fernandez, of Pasadena. Brother Bentley was buried in the Grandview Memorial Cemetery, Pasadena.



— ⚓ —

Gerald Kazmierski, 32: Brother Kazmierski died in Qui Nhon, Vietnam, June 19, while a crew-member aboard the Albany. Death was caused by accidental drowning. Seafarer Kazmierski was a native of Michigan and resided in



Houston, Texas. He sailed in the deck department. A Seafarer since 1964, he joined in the Port of Baltimore. The body was returned to the United States for burial in Bay City, Mich. Surviving is his mother, Mrs. Birney Kazmierski, of Bay City.

Willard Mulling, 52: Brother Mulling died on August 7, while a member of the crew of the Cantigny. Death occurred in Bombay. A Seafarer since 1944, he sailed in the deck department. Brother Mulling was born in Georgia and made his home in Savannah. His last previous ship was the Council Grove. He joined the Union in Savannah, sailing as both AB and bosun. Surviving is his widow, Evelyn.



SIU ARRIVALS

Miss Lorna Colls, born August 21, 1968, to Seafarer and Mrs. Jose R. Colls, Rio Piedras, P. R.

Freddie Davocol, Jr., born June 1, 1968, to Seafarer and Mrs. Freddie G. Davocol, Seattle, Washington.

Edmund Landron, born July 30, 1968, to Seafarer and Mrs. Jesus Landron, Brooklyn, N.Y.

Stacy Lee Andrews, born August 20, 1968, to Seafarer and Mrs. Monty C. Andrews, San Pedro, Calif.

Tammy Lee Lister, born August 8, 1968, to Seafarer and Mrs. Danny Otto Lister, Houston, Texas.

Robert Harris, born August 9, 1968, to Seafarer and Mrs. Morgan A. Harris, New Caney, Texas.

Tracy Lynn McCombs, born February 27, 1968, to Seafarer and Mrs. Walter Lee McCombs, Pasadena, Texas.

Kenneth Edward Evans, born August 18, 1968, to Seafarer and Mrs. Arnold Ralph Evans, Florida, Ala.

Margaret Neibert, born July 5, 1968 to Seafarer and Mrs. Richard Neibert, Hayward, Wisc.

Juane Crystal Carr, born August 4, 1968, to Seafarer and Mrs. Johnny Carr, Jr., New Orleans, La.

Marcos Garcia, born September 3, 1968, to Seafarer and Mrs. Angel R. Garcia, San Jose, Puerto Rico.

Tommy Lee Lee, born April 27, 1968, to Seafarer and Mrs. Pao Ching Lee, San Francisco, Calif.

Wages Being Held

Texas City Refining, Inc., is holding unclaimed wages for the Seafarers listed below. Some of these checks are quite old and if not claimed within a reasonable length of time, may fall under the provisions of the Texas escheat law. The following are requested to claim this money promptly:

Lee Bonton; Jose M. Castell; William R. Corry; C. E. Durden; E. G. Gorman; J. W. Graves; H. W. Kennedy; D. E. Mackey; R. R. Milley; James W. McFarlin; Anthony T. Prescott; Roberto A. Principe; Ismael Roman; Phillip Serpas and Martin Sierra.

In order to make payment, the company must have a signed request from the man himself, including his social security number, his "Z" number and instructions regarding payment. Please send necessary information to Mr. L. W. Westfall, Marine Accounting Supervisor, Texas City Refining, Inc., Marine Division, P. O. Box 1271, Texas City, Texas 77590.

PERSONALS

Friends of Eric Johan Berg

Anyone having information concerning the whereabouts of any relatives of the late Seafarer, Eric Johan Berg, who died August 18, 1968, in Seattle, Washington, please contact the law firm of Vance, Davies, Roberts and Bettis, Room 815, 1411 Fourth Avenue Building, Seattle, Washington. The telephone number is (206) MU 2-7784.

George E. Pickels

Please contact Mrs. Sarah M. Pickels at 2319 Bailey Terrace, Philadelphia, Pa., as soon as possible.

David E. Hanki

Please contact Mr. and Mrs. J. B. Hanki at 556 S. Craft Highway, Mobile, Ala. 36617, as soon as possible.

Bill Phillips

Your friend William "Andy" Anderson would like you to come on down when you can, or write. His address is 601 S. W. 78 Court, Miami, Florida 33144.

Thomas R. Martinsen

Please contact your father, Charles Martinsen, S/S Chatham, Admiralty Marine Corp., Suite 2008, 30 East 42nd St., New York, N.Y. 10017, as soon as possible in regard to an important matter.

Curtis Elwood Nelson

Please write to your mother, Mrs. Martha Lou Nelson at Box 343, Howard Lake, Minn. 55349, as soon as possible, or telephone 543-5321.

E. H. Stinehelfer

Please contact American Bulk Carriers, Inc. at 711 Third Avenue, New York, N. Y., in regard to a check being held there for you.

Louis W. Cartwright

Please contact Back and Nussman, Walter P. Back, Esq., at 210 Main Street, Hackensack, N. J. 07601, as soon as possible.

Seafaring Camera Bug Films Record Of Many Interesting Ports Visited



Jim Cunningham shows fellow Seafarer John Wolkoski of engine department one of his cameras in the New York hall. Brother Cunningham takes pictures of all the ports he visits. A second electrician, Cunningham joined the SIU in 1966 and last sailed on Robin Gray.

In addition to the pursuit of his sailing career, travelling affords Seafarer Jim Cunningham the opportunity to indulge his hobby of photography. Cunningham, who sails as second electrician, recently completed a voyage on the Robin Gray (Isthmian).

Although he has taken pictures in every port he visits, he particularly enjoyed Hawaii which "is especially conducive for color photography." Brother Cunningham recalls that he also found a wax museum in Honolulu a particularly interesting subject. "The museum captures the whole history of the island, showing figures of the famous native chiefs, Captain Cook and others," he said. "I took a whole sequence of shots, but the lighting was not the best and about four of them didn't turn out. I really enjoyed Hawaii, though, and was sorry when I had to leave."

Cunningham also enjoys photographing children. They are, he believes, "very amusing and cooperative subjects." He considers a picture of a Vietnamese child, another of a sunset in Panama, and some of the shots from the wax museum, among his best pictures.

While in Vietnam, he took scores of photos. "I took shots of children, military equipment, such as tanks and gun boats, and various other local scenes." However, he pointed out that military au-

thorities would not let him photograph gun emplacements or 155-millimeter guns. He spends much time at sea photographing his shipmates and hopes some day to submit some of his work to amateur photography contests.

His early camera experience came in Elizabeth, New Jersey, where he took a job in a local photography studio at the age of 14. "I learned how to use the camera properly, handled printing and did portrait work," he recalled. Brother Cunningham owns three cameras, a Mamiya, Sekor STL, Mimaflex and TOPCON—all of Japanese manufacture. The lenses, he explained, are 300 MM, 28 MM, and 135 MM. He much prefers using a still camera and says he never managed to acquire the "feel" for a motion picture camera.

A native of Staten Island, N. Y., he joined the Union in the Port of New York in 1966. The 24-year old seaman is a resident of Elizabeth. A graduate of the Harry Lundeberg School of Seamanship, his first ship was the Steel Executive. Prior to shipping out, he had spent a year at the Newark campus of Rutgers University.

From the Ships at Sea

Ship's delegate Wilfred "Pops" Shea wrote from the Monticello Victory (Victory Carriers) that co-operation between the Seafarers and officers has been excellent on this voyage. "We left the Gulf at the end of May, bound for Guam," Brother Shea reported. "Captain A. Jensen keeps her a happy ship on these long trips."

The ship called at the Canal Zone, Chiang, Taiwan, and Okinawa. After some minor repairs in Yokohama, the vessel was scheduled to head for the Caribbean, but was ordered instead to Saudi Arabia by way of a bunker stop in Singapore. Then, it was on to Guam and Pearl Harbor. Brother Shea said that the weather "went from bad to good but everyone was comfortable, except for a couple of first trippers who were going through a new experience while we dodged typhoons and took some sea aboard." Steward George O'Beery did a fine job keeping the crew members well-fed and the engine department was top-notch, as was the deck gang.



Shea

Steward Samuel Davis is feeding all Seafarers aboard the Northwestern Victory (Victory Carriers) in the best SIU style and is keeping everybody happy, Meeting Chairman 'Butch' Wright reports. Brother Davis, in turn deminded all the new Seafarers that "this is your home and you should always keep it clean at all times." Wright was elected ship's delegate by his shipmates. Department delegates reported no beefs or disputed overtime, and a smooth payoff is expected, according to Brother Wright.



Davis

Meeting Secretary J. C. Harris reports from the Thetis (Rye Marine Corporation) that the Captain complimented the steward department for the fine food and service. Treasurer Emile Barrito wrote that the ship's fund contains \$65. Meeting Chairman A. Larsen reported that the Captain had to place a call to New York to replace a pumpman,



Harris

fireman and wiper, who had to leave the ship in Bahrain because of illness. Raphael Toro, Jr., ship's delegate, reported that the pay-off will be held in Subic Bay, but a date has not been scheduled as yet.

Meeting Secretary Stanley Kolasa reported from the Fairport (Waterman) that crew members were requested to make a \$1 donation to beef up the ship's fund. All Seafarers were in agreement on the amount, he said. According to Meeting Clerk Elmer Clarke, Jr., things are fine aboard the ship and there have been no complaints. There is some disputed overtime reported by the deck and engine department delegates which will be taken up with the patrolman at pay-off time, Clarke writes. Vertis Smith, meeting chairman, said that the steward department is in very good shape with no beefs or disputed overtime. They got a vote of thanks for a job well done.



Kolasa

"After a year aboard the tanker Jasmina (Management and Shipping), the crew is looking forward to paying-off in Bahrain," Ship's delegate William Rudd reported. Repair work has been done in the crew's recreation room and laundry, he said. Seafarers decided on the Bahrain pay-off, rather than waiting to return to the states. The pay-off would then have been held in New York. Pete Sheridan, meeting secretary, reported that delegates Robert Gilliland, Andy Oliver and Simone Dezee, received a vote of thanks for an exceptionally fine job, particularly in regard to obtaining full co-operation from the company on repair work. In addition, the steward department turned in a very fine job. A suggestion was made by A. Panagopoulos that ships on the Persian Gulf run should permit any crewmember to payoff after six



Rudd

All Seafarers on the Transnorthern (Hudson Waterways) escaped injuries when the vessel was attacked by Vietcong shellfire on August 25 and again on August 27, ship's delegate James Bush informed the LOG.

months if he wishes. The name of the ship will be changed to the Byrd in the near future, the crew learned.

"We are just starting a trip with a number of new men aboard and it is up to the old timers to show the way and lend a helping hand, whenever possible," ship's delegate Michael Curry told Seafarers aboard the Iberville (Waterman). Meeting Chairman J. Ciesieki reported that treasurer A. Reasko told the men the ship's treasury has \$4.25. J. Davis, meeting secretary, wrote that the vessel will have a pay-off in San Francisco after calling on Thailand, Vietnam and Japan. John Bednar, R. E. Smith and T. Harris have been elected department delegates, Davis reported.

Crew Unharmful In VC Shellings Of Transnorthern

All Seafarers on the Transnorthern (Hudson Waterways) escaped injuries when the vessel was attacked by Vietcong shellfire on August 25 and again on August 27, ship's delegate James Bush informed the LOG.

"On the morning of August 25, we were coming up the river to Cat Lai, when the Vietcong attacked," Bush wrote. Shells pierced the hull and caused damage to five cases of heavy shells which were part of the cargo. All that saved the ship was the fact that the shells were not fused.

"Two days later, after the Transnorthern had reached Cat Lai, we were moored to a buoy in the river and unloading cargo," Bush continued. "The VC let loose with shell fire directed toward the Army compound across the river, but they were firing over our vessel and we had to black out the lights and electrical system for safety. Again, we were lucky. There were no injuries and the ship was not damaged," Brother Bush reports.

Bush said that while the Transnorthern was in Cat Lai, the SIU-Contracted Transglobe also came under attack. "MSTS sent out word to all ship's masters that new weapons are being used by the VC and we can expect more attacks," Brother Bush said. Both ships were informed that the VC is constantly seeking new ways to harass shipping and indications are that they will attempt to use the more effective weapons in the future in the hope of disrupting the prompt flow of vital supplies.

Brother Bush, who ships in the deck department, has been with the SIU since 1964, when he joined in Miami.



Bush

DIGEST of SIU SHIP MEETINGS

CHATHAM (Waterman), September 15—Chairman, Dewey Jordan; Secretary, Wilfred Moore. A vote of thanks was extended to the steward department for a job well done. Some disputed OT in the deck department. Discussion held regarding medical assistance available to those members who become sick at sea.

MALDEN VICTORY (Alcoa), August 1—Chairman, Jesse M. Gage; Secretary, Willie A. Walker. Ship's delegate reported that everything is running smoothly. Vote of thanks was extended to the steward department for the fine food and service.

OBERLIN VICTORY (Steamship Service), July 21—Chairman, W. Wentling; Secretary, Albert G. Espenada. Brother C. N. Smith, Jr. was elected to serve as ship's delegate. Discussion held on retirement plan. \$10.59 in ship's fund. No beefs were reported by department delegates. Everything is running smoothly.

OCEANIC TIDE (Admiralty Marine), September 2—Chairman, J. Harrell; Secretary, Frank Kustura. Brother F. M. Collins resigned as ship's delegate, and Brother J. A. Crawford was elected to serve in his place. \$11.00 in ship's fund. Some disputed OT in engine department.

OBERLIN VICTORY (Sea-Land Service), September 8—Chairman, C. D. Merrill; Secretary, A. G. Espenada. Ship's delegate reported that everything is running smoothly. No disputed OT was reported by department delegates. All repairs were taken care of. Discussion held about retirement plan. Vote of thanks was extended to the entire steward department for the good food and service. Vote of thanks was also extended to the ship's delegate, and the three department delegates, for a job well done.

RICE VICTORY (Victory Carriers), July 28—Chairman, George Schmidt; Secretary, James Smith. Everything is running smoothly. Some disputed OT in engine department to be taken up with patrolman. Discussion held regarding retirement plan. Also discussed was the food aboard ship.

CAPE CATOCHE (So. Atlantic & Caribbean), August 17—Chairman, F. R. Charneco; Secretary, F. J. Johnson. Brother Juan V. Fernandez was elected to serve as new ship's delegate. All crewmembers were asked to donate \$1.00 to build up the ship's fund. Everything is running smoothly. Vote of thanks was extended to the steward department for the good chow.

Birthday Party On Transpacific



A surprise birthday party was held on the Transpacific for Francisco Cosme, OS. Brother Cosme (second from left) thanks steward Earl Gates for the birthday cake. Chief cook Magnus Wold (left) and cook and baker George Frazza had a hand in the festivities. Bosun Charles Mayette reported Cosme did a fine job during trip.

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.

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.

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.

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.

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.

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.

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.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings.

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.

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.

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.

CANTON VICTORY (Columbia Steamship), August 14—Chairman Lawrence Schofield; Secretary, None. Brother Cecil Mills was elected to serve as ship's delegate. No beefs and no disputed OT reported.

OVERSEAS EXPLORER (Maritime Overseas), August 11—Chairman, Kenneth Gahagan; Secretary, H. W. Roberts. Brother Richard J. Sherman was elected to serve as ship's delegate. No beefs and no disputed OT on board.

ROBIN LOCKSLEY (Moore-McCormack), August 25—Chairman, E. Morris; Secretary, R. F. Mackert. Some disputed OT in deck department. No beefs. Discussion held regarding food and menus.

STEEL NAVIGATOR (Isthmian), July 21—Chairman, E. C. Anderson; Secretary, R. R. Macarnez. Brother Cleveland J. Vincent was elected to serve as ship's delegate. \$33.00 in ship's fund. No beefs were reported by department delegates.

TAMARA GULDEN (Transport Commercial), August 18—Chairman, L. P. Hagmann; Secretary, Eddie Rogg. Brother Charles Tyler was elected to serve as ship's delegate. Discussion was held on keeping the messhall and recreation room clean. No beefs or disputed OT reported. \$245.30 in movie fund and \$26.42 in ship's fund.

PANAMA (Sea-Land), August 25—Chairman, Samuel Aviles; Secretary, Thomas Ullase. Brother Aviles was elected to serve as ship's delegate. Inadequate supplies in medicine chest due to oversight of former chief mate.

FAIRPORT (Waterman), August 5—Chairman, Vertis Smith; Secretary, Stanley Kolasa. Some disputed OT in deck and steward departments. Otherwise everything is going along fine. Vote of thanks was extended to the steward department for a job well done.

CITADEL VICTORY (Waterman), September 9—Chairman, Harry Smith; Secretary, Frank Costango. Everything is running smoothly with no beefs and no disputed OT. Mention was made on behalf of all departments for their efforts in keeping the ship in a neat and orderly manner during the entire trip.

DIGEST of SIU SHIP MEETINGS

SEATRAN LOUISIANA (Hudson Waterways), September 9—Chairman Jack Kennedy; Secretary, Wilson Yarbrough. No beefs and no disputed OT were reported by department delegates. So far this has been a lovely trip with good cooperation from everyone.

DEL CAMPO (Delta), August 18—Chairman, E. Metros; Secretary, M. Duet. Everything is running smoothly. Brother Duet was elected to serve as ship's delegate. Young men doing very well in all departments.

STEEL ROVER (Isthmian), August 11—Chairman, R. McMalonado; Secretary, Robert L. Creech. Suggestion was made that one man be appointed to keep local longshoremen and other unauthorized personnel out of the crew's quarters and messhall, while in Saigon. No beefs and no disputed OT reported by department delegates.

JASMINA (Delaware Marine), August 27—Chairman, Bill Rudd; Secretary, Pete Sheridan. Some disputed OT in deck and engine departments. Vote of thanks was extended to all delegates for a job well done. Vote of thanks to the steward department for a very fine job. Discussion held regarding pension plan.

PENN CHALLENGER (Penn Shipping Co.), September 1—Chairman, Joe Wallace; Secretary, Leo Schwandt. Discussion held regarding retirement plan. Beef concerning the food were brought to the attention of the Chief Steward and they were corrected. No disputed OT was reported by department delegates.

STEEL WORKER (Isthmian), August 25—Chairman, Roy Theiss; Secretary, D. Munsterman. \$29.00 in ship's fund. Brother Doucette was elected to serve as new ship's delegate. No disputed OT and no beefs.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New Orleans Oct. 15—2:30 p.m.
- Mobile Oct. 16—2:30 p.m.
- Wilmington . Oct. 21—2:00 p.m.
- San Francisco . Oct. 23—2:00 p.m.
- Seattle Oct. 25—2:00 p.m.
- New York Oct. 7—2:30 p.m.
- Philadelphia Oct. 8—2:30 p.m.
- Baltimore Oct. 9—2:30 p.m.
- Detroit Oct. 11—2:30 p.m.
- Houston Oct. 14—2:30 p.m.

United Industrial Workers

- New Orleans Oct. 15—7:00 p.m.
- Mobile Oct. 16—7:00 p.m.
- New York Oct. 7—7:00 p.m.
- Philadelphia Oct. 8—7:00 p.m.
- Baltimore Oct. 9—7:00 p.m.
- †Houston Oct. 14—7:00 p.m.

Great Lakes SIU Meetings

- Detroit Oct. 7—2:00 p.m.
- Alpena Oct. 7—7:00 p.m.
- Buffalo Oct. 7—7:00 p.m.
- Chicago Oct. 7—7:00 p.m.
- Duluth Oct. 7—7:00 p.m.
- Frankfort Oct. 7—7:00 p.m.

Great Lakes Tug and Dredge Region

- Chicago Oct. 15—7:30 p.m.
- †Sault St. Marie . Oct. 17—7:30 p.m.
- Buffalo Oct. 16—7:30 p.m.
- Duluth Oct. 18—7:30 p.m.
- Cleveland Oct. 18—7:30 p.m.
- Toledo Oct. 18—7:30 p.m.
- Detroit Oct. 14—7:30 p.m.
- Milwaukee Oct. 14—7:30 p.m.

SIU Inland Boatmen's Union

- New Orleans Oct. 15—5:00 p.m.
- Mobile Oct. 16—5:00 p.m.
- Philadelphia Oct. 8—5:00 p.m.
- Baltimore (licensed and unlicensed) Oct. 9—5:00 p.m.
- Norfolk Oct. 10—5:00 p.m.
- Houston Oct. 14—5:00 p.m.

Railway Marine Region

- Philadelphia . . . Oct. 15—10 a.m. & 8 p.m.
- Baltimore Oct. 16—10 a.m. & 8 p.m.
- *Norfolk Oct. 17—10 a.m. & 8 p.m.
- Jersey City Oct. 14—10 a.m. & 8 p.m.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, Newport News.
‡ Meeting held at Galveston wharves.

DIRECTORY of UNION HALLS

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

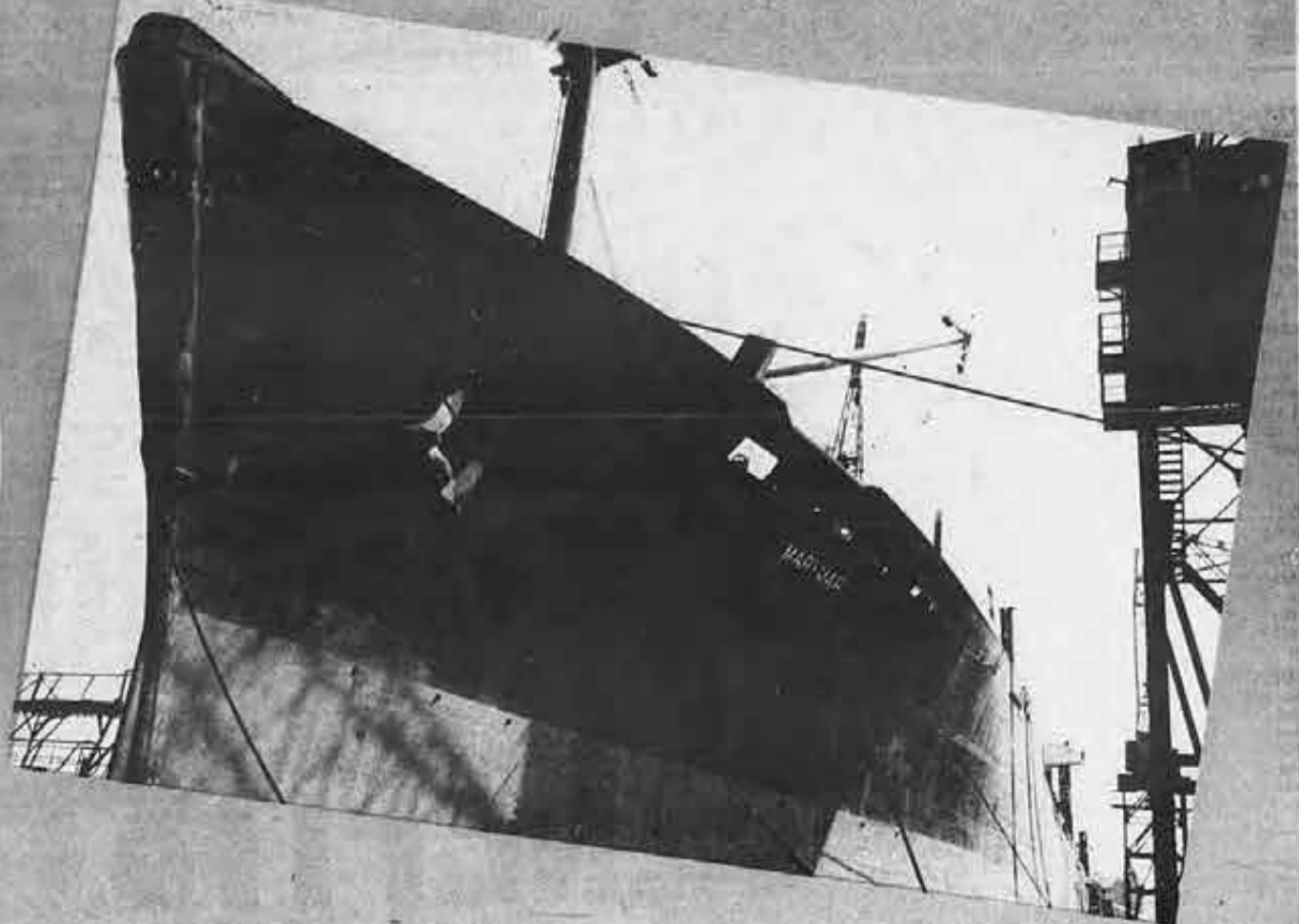
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- Kayser-Roth Hosiery Co. Inc. Women's Hosiery
- Schiaparelli, Kayser, Phoenix, Mojud, Supp-hose, Sapphire, Bachelor Girl, Fascination.
- Men's Hosiery & Underwear Esquire Socks, Bachelors' Friends, Supp-hose, Supp-hose Underwear, Slendo Children's Products
- Kayser, Fruit of the Loom Mojud. Slippers Jiffies, Mercury (Textile Workers Union of America)
- ↓ —
- Sitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers)
- ↓ —
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)
- ↓ —
- Genesco Shoe Mfg. Co. Work Shoes . . . SENTRY, Cedar Chest, Staller Men's Shoes . . . Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)
- ↓ —
- Boren Clay Products Co. (United Brick and Clay Workers)
- ↓ —
- "HIS" brand men's clothes Kaynee Boyswear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman (Amalgamated Clothing Workers of America)
- ↓ —
- Jamestown Sterling Corp. (United Furniture Workers)
- ↓ —
- Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage Starlite luggage

- (International Leather Goods, Plastics and Novelty Workers Union)
- Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)
- ↓ —
- White Furniture Co. (United Furniture Workers of America)
- ↓ —
- Gypsum Wallboard, American Gypsum Co. (United Cement Lime and Gypsum Workers International)
- ↓ —
- R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)
- ↓ —
- Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
- ↓ —
- Pioneer Flour Mill (United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)
- ↓ —
- Giumarra Grapes (United Farm Workers)
- ↓ —
- Peavy Paper Mill Products (United Papermakers and Paperworkers Union)
- ↓ —
- Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union)
- ↓ —
- Tennessee Packers Reelfoot Packing Frosty Morn Valleydale Packers (Amalgamated Meat Cutters and Butcher Workmen of North America)

BALTIMORE PAY-OFF FOR MARYMAR



The SIU-contracted Marymar (Calmar) is tied-up at the dock in Baltimore as Seafarers await the pay-off. A LOG photographer and reporter were on hand to greet the crew, along with SIU patrolmen. The vessel took steel to the West Coast and brought back a cargo of lumber. Among the ports visited were Long Beach and Richmond, California, and Astoria in Oregon. The Seafarers enjoyed a very good trip without serious beefs, the department delegates reported.



Bill Isbell, AB, pours himself a cup of coffee in crew mess. Isbell joined SIU in 1946 in Galveston, Texas.



While waiting for the pay-off, Seafarers caught up on latest news in the LOG. From left are: Frank Holland, engine dept.; Stan Wojcik, steward, and George Barry of engine dept.



Messman William Regh (right) completed his first voyage with SIU and discussed the details with patrolmen Eli Hanover (left) and Ed Smith while waiting for Marymar to pay-off.



The food on the Marymar was not only good, the kitchen featured some of the most modern equipment afloat. Baker Giles Hamm (left) and steward Nick Kondylas kept crew well-fed.



Stan Wojcik (standing) shows patrolman Eli Hanover some pictures of his family. Wojcik resides in Baltimore.



A familiar figure in the Baltimore hall, Chief Cook Jan Rooms points out some of the new galley equipment to LOG photographer. Seafarers reported the chow was excellent.



After a good voyage, Basilio Maldonado of the deck department, prepares to leave the Marymar for shore leave. A Seafarer since 1955, Maldonado joined the Union in Baltimore.

SIU WELFARE, VACATION BENEFITS HIT \$100 MILLION

THE SIU Welfare and Vacation plans have passed the \$100 million mark in pursuit of their goal to provide the best possible health and welfare protection for Seafarers and their families. The ever-expanding SIU program reached a total of \$101,039,786.89 in benefits paid as of August 31, this year.

The SIU Welfare Plan was first launched in 1950 after it had become obvious that the skyrocketing costs of hospital and medical care would become increasingly higher in future years. Since then more than \$41,555,958.55 has been paid out by the Welfare plan for hospital, death, disability, maternity, dependent, optical and out-patient benefits.

Inaugurated two years later, in February, 1952, the SIU Vacation Plan has, in its 16 years of operation, paid a total of \$59,483,828.34 in vacation benefits for Seafarers.

Of the more than \$41 million spent in welfare funds since the inception of the program, a total of \$6.6 million has been spent to cover hospital expenses for SIU members and their dependents, and almost \$1.6 million has been allotted for maternity costs.

In addition, more than \$3.2 million in out-patient

benefits, \$11.3 million in disability benefits, and nearly \$585,000 in optical benefits were paid out by the SIU Welfare Plan.

This plan not only covers the general medical services—and the expenses of hospital room and board—but also the extras, which can often double medical bills. These are the costs of surgical and maternity services and blood transfusions.

The SIU Welfare Plan has also paid more than \$9 million in death benefits to survivors of departed Seafarers and some \$9.1 million in dependent benefits.

Actually, the more than \$101 million spent through the Welfare and Vacation Plans since 1950 does not represent the total assistance which Seafarers and their families have received from these plans. The total value of Welfare benefits is considerably higher, since the cost of scholarship payments, meal books, training facilities, and medical examinations—for SIU members and their dependents—are not included in the \$41 million figure.

The Seafarers Welfare Plan, maintained entirely by employer contributions, is based on man-days worked.

The Plan is administered by a Board of Trustees consisting of an equal number of Union and employer representatives.

