



DELTA MEXICO SETS SAIL

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Separate MARAD Vetoed; New Fight Planned *Story Page 3*

Nixon Edges Humphrey to Win Race for Presidency *Story Page 3*

Yacht Show As SUI Election Gets Underway

Gov't Use of Once Subsidized C-2s Seen 'Dangerous Precedent' by AMA

WASHINGTON—The American Maritime Association, speaking for unsubsidized U.S.-flag ship operators, has strongly protested to the Maritime Administration what it called a "dangerous precedent" set by MARAD's approval of the chartering by a subsidized shipping company of its surplus freighters to the Military Sea Transportation Service "in direct competition" with unsubsidized lines.

AMA charged that the subsidized company, United States Lines, has replaced many of its old freighters with new container-ships and that the subsidy previously paid on the surplus freighters now gives them "a substantial competitive edge" over ships which have never been subsidized and which are competing for the same cargoes.

Five of the surplus freighters—all C12s—have been approved by MARAD for charter to the MSTs after removal from subsidy. These are a part of a total of 17 C-2s which are being replaced by six

new container-ships which will be put into the company's subsidized service. All have been approved for removal from subsidy.

AMA also pointed out in a telegram to Acting Maritime Administrator James W. Gulick that the entrance of these ships into MSTs service would reduce the volume of cargoes available to unsubsidized operators who have already bid competitively for the cargoes and hold signed shipping agreements. Moreover, allowing subsidized liner companies to haul government-generated cargoes is an extra compensation which directly hurts the non-subsidized operator because he is almost totally dependent on such freight. By approving the charter, the

telegram continued, MARAD is initiating a "trend which could seriously affect all unsubsidized ships, tramps as well as liners, and ultimately place them in precarious financial position," AMA claimed.

The group representing the unsubsidized lines recalled a letter it had filed with MARAD last July in opposition to a reported move by United States Lines to establish a subsidiary to operate its surplus C-2s in the tramp trades. In its latest complaint, AMA pointed out that MA approval "paves the way" for the operation of the ships in any unsubsidized service upon the completion of their MSTs charters.

"Thus United States Lines would have the double advantage of operating new vessels with subsidy while at the same time profiting from the subsidy already paid on the older vessels they are replacing," AMA declared. The result of this practice, the organization noted, would be "to pay double subsidy to a selected few" and defeat the purpose of the Merchant Marine Act by seriously injuring the unsubsidized fleet which makes up two-thirds of the total merchant marine.

The AMA urged that the Maritime Administration require the subsidized company to offer its surplus vessels for sale on the open market or put them into the reserve fleet so they will be available to unsubsidized operators.

"In this connection," AMA noted, "we would emphasize that we have no desire to deny the use of these vessels to MSTs or to preclude their employment in the commerce of the United States, but only to assure fair treatment to unsubsidized operators who are an indispensable part of the merchant marine."

Union Pay Raises Absolved Of Blame for Rising Prices

NEW YORK—The oft-repeated claim that union-won wage increases cause inflation has been exploded by a detailed *Wall Street Journal* analysis of statistics on price and wage increases.

It lists hospital service, theater admissions, maid service, auto and property insurance rates and men's haircuts as items that lead the price climb over the past decade.

By comparison, it notes, only about 10 percent of those who work as maids, medical personnel, movie house attendants and barbers are union members. Only two percent of insurance employees are organized, it adds.

A second list shows radios, television sets, other appliances and autos as items that have declined in price over the past 10 years "when quality improvements are taken into account."

Yet in these industries, the *Journal* reports, the percentage of union employees is among the highest of any industries, ranging from 33 to 70 percent.

The article concludes that the nation's economic records show "that today's inflation, to a remarkable extent, reflects factors that have little direct connection with labor costs."

SIU Election Gets Underway As Seafarers Begin Voting

NEW YORK—Seafarers in all ports started going to the polls on Friday, November 1, at 9 a.m., as the SIU election period of two months—November and December—got underway. On the ballot are the names of the 54 fully qualified candidates for the 45 elective Union posts. Balloting will continue until Dec. 31.

As an aid to voters, the LOG printed a special election supplement in its last issue (October 25). The supplement contains photographs and biographical data submitted by all the candidates, a reproduction of the ballot, and the text of the SIU Constitution's provisions governing the conduct of the balloting. The same issue of the LOG also contained the Secretary-Treasurer's Report on election procedures which was submitted to, and approved by, the membership at its membership meetings.

As per this report and the approval of the membership, addi-

tional copies of the election supplement have been printed so as to provide each candidate with up to 100 copies of the supplement upon request.

Under the SIU Constitution's provisions covering voting, the balloting will be conducted on weekdays from 9 a.m. to 5 p.m. and on Saturdays from 9 a.m. to 12 noon from November 1 to December 31. There will be no balloting on Sundays and legal holidays.

The 45 elective posts are for headquarters officers and for Agents and Patrolmen in the seven constitutional ports—New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit.



Seafarer E. Polise registers with balloting committee before going on to voting booth to cast his ballot in SIU elections at New York Headquarters. Seated (l-r) are committee members Warren Cassidy, L. Barnes and Charles Hamilton. Michael Lubas (photo, right) was first Seafarer to vote at New York Hall. Balloting began at a brisk pace.

SIU Engineer's Upgrading Program Adds Three More to Licensed Ranks

Three additional Seafarers have graduated from the School of Marine Engineering sponsored jointly by the SIU and MEBA, District 2. All the men received third assistant engineer's licenses.

This brings to 288 the number of Seafarers who have passed their Coast Guard examinations after completing the intensive

course of instruction provided by the school.

Llewelyn Daniels received a third assistant's license after sailing in several unlicensed capacities. The 35-year-old seaman was born in Manteo, N.C., and now makes his home in Wanchese, N.C. Brother Daniels joined the SIU in 1953 in the Port of New York after serving in the Coast Guard from 1950 to 1953. He formerly had sailed as first and second electrician and second pumpman.

Robert Spinnichio lives in the Port of Baltimore. A native of that City, he joined the Union there in 1967. He is 27 years old and sailed as oiler prior to receiving a third assistant's license.

Edmund Len also received a new third assistant engineer's license. A native of New Jersey, the 26-year-old Seafarer lives in Passaic, N.J. Brother Len previously sailed as a FOWT. He joined the Union in 1964 in the Port of New York.

Engine department Seafarers



Spinnichio

Len

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

Those who qualify and wish to 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.

Former SIU Ship To be Scrapped By Spanish Corp.

WASHINGTON — The old Liberty ship, Dorothy, formerly owned by the SIU-contracted Hudson Waterways Corporation, will be scrapped by the Recuperaciones Submarinas S.A., a Spanish corporation, the Maritime Administration announced recently.

The Dorothy was turned back to the U.S. government by Hudson Waterways in exchange for the reserve fleet vessel General James H. McRae.

MARAD then offered the ship for sale as scrap and invited bids. The Boston Metals Company of Baltimore acquired the vessel for \$58,888.

The final stage of the Dorothy's long career came shortly thereafter when MARAD issued a transfer order approving its sale of the old Liberty by Boston Metals to Eckhardt and Company, G.m.b.H., a Federal Republic of Germany corporation in Hamburg, and also providing for resale of the vessel to the Spanish corporation which will do the actual scrapping.

The Dorothy was built by Permanente Metals Corporation of Richmond, Calif., and delivered in June, 1944.

Hudson Waterways turned the ship back to the government for the General McRae under the Ship Exchange Act, which was passed by Congress in an effort to partially upgrade the U.S.-flag merchant fleet by providing reserve fleet vessels to replace aging and less desirable ships.

The McRae is one of four vessels obtained by Hudson under the Act. All are being converted by the Maryland Shipbuilding and Drydock Company under a \$28 million contract.

A Happy Moment



Antonio Garcia receives his first pension check from SIU Welfare Director Al Bernstein, as his wife, Eula, looks on. Garcia was a Seafarer 30 years, sailing as cook and baker. The Garcias have two sons and a son-in-law in the SIU. They have three other children and 12 grandchildren. Garcia's last ship was the Transyork.

Nixon Noses Out Humphrey In Tight Presidential Race

In a neck-and-neck presidential race, one of the closest in the nation's history, Richard M. Nixon nosed out Hubert H. Humphrey, winning an apparent majority of the state electoral votes to make him the next President of the United States.

Some 70 million Americans voted, giving both Nixon and Humphrey 43 percent of the popular vote. The actual number of votes cast for the candidates at press time, with 92 percent of the precincts having reported was: Nixon—29,010,105; Humphrey—28,814,284, a difference of 195,821 or less than one percent of the ballots.

Although some area of doubt exists, as the LOG goes to press, the outcome appeared to be decided when several key industrial states, particularly New Jersey, California, Illinois and Ohio, were captured by Nixon on the basis of the slimmest possible margins. Late returns from Illinois, a state with 26 electors, clinched the outcome by giving the Republican candidate a total of 287 electoral votes, 17 more than the necessary majority.

Failure of either candidate to win the 270 majority would have projected the selection of the President into the House of Representatives. In that eventuality, which happened last in 1825, the outcome would have had to wait until the new House met to count the votes on January 6.

Wallace, the third party candidate, who won five southern states with a total of 45 electoral votes, had stated he would use his electors for bargaining purposes to achieve his goals.

Although the White House was won by the Republicans, the Democrats retained a majority in both the Senate and the House, although not without some losses.

Republicans picked up two House seats from the Democrats, who retained their four to three ratio of control. They gained five Senate seats, leaving the Democrats with a 58 to 42 majority.

According to newspaper reports, among the casualties were

Oregon Senator Wayne Morse, who lost to Robert W. Packwood and Pennsylvania's Senator Joseph S. Clark, losing to Richard S. Schweiker. In Florida, Democrat Leroy Collins lost to Edward J. Gurney in a contest for the seat vacated by retiring Senator George A. Smathers. Another Democratic retirement, that of Senator Carl Hayden of Arizona, put Barry Goldwater back into the Senate when he defeated Democrat Roy L. Elson. Senator Daniel Brewster (D-Md.) was beaten by Charles Mathias. In Oklahoma, a veteran Democrat, Senator A. S. Mike Monroney lost to Harry Bellmon.

President Vetoes Separate MARAD; Efforts to Resume in New Congress

WASHINGTON—President Johnson last week used the pocket veto to kill a bill which would have established the Maritime Administration as an independent agency. The move was followed by prompt statements from members of Congress and maritime labor and industry spokesmen that efforts would be renewed in the next Congress to secure early passage of a new bill to achieve independence for MARAD.

On behalf of the nearly seven-million-member AFL-CIO Maritime Trades Department, MTD Executive Secretary-Treasurer Peter M. McGavin issued the following statement:

"We supported this legislation because we believed that the revitalization of the merchant marine could best be achieved through an independent agency. The overwhelming majority of the members of the House and Senate shared this view.

"The pocket veto of H.R. 159 in no way alters our belief. We therefore hope that the measure will be reintroduced in the Ninety-first Congress, at which time we will again work actively for its passage."

The bill was the last measure from the departing Ninetieth Congress to receive presidential action. The application of the pocket veto, which takes effect when the President fails to approve a measure within ten days (excluding Sundays) of its receipt by him when the Congress has adjourned, avoids the necessity of an accompanying veto message. However, White House Press Secretary George Christian stated that the President's views on the subject had been "made clear" in the past. The chief executive was known to favor the inclusion of MARAD within the Department of Transportation.

The veto makes necessary the reintroduction of a new bill when the Ninety-first Congress convenes on January 3, 1969. Several key legislators, including Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee and Representative

Edward A. Garmatz (D-Md.), chairman of the House Committee on Merchant Marine and Fisheries, have already indicated that they may do so.

Upon hearing of the President's action in refusing to sign the bill, Magnuson called the action of the veto "regrettable, but surely not a surprise" and noted that "it is consistent with the divergence of opinion between Congress and the present Administration on the best course to save the merchant marine."

"We will renew our efforts in the coming Congress with a new Administration and attempt to secure a meaningful revitalization program," he added. "If that revitalization program will be best served by an independent agency, we will again pursue that course."

Garmatz also vowed to "resume the fight" in the next session of Congress for a comprehensive, long-range maritime program. He said he is optimistic "that Congress and the country are ready to help restore the American-flag merchant marine as a dominant world maritime power."

Senator E. L. Bartlett (D-Alaska), chairman of the Senate Merchant Marine Subcommittee announced: "I am very distressed to learn of the veto. The Congress gave thorough consideration to this bill. The judgment of the Congress was that the Maritime Administration should be independent. I wish he had signed the bill."

Representative Thomas N. Downing (D-Va.), said the fact that Congress had approved the measure is a clear indication a strong American-flag merchant marine program will have broad support in 1969. "It's just a step along the way and a minor one at that," he asserted. "But we've

achieved our purpose. We've gotten both Congress and the public convinced we need a new merchant marine program." He said the bill will be reintroduced in January—with an excellent chance of passage.

Among other maritime labor and industry sources commenting on the veto were Page Groton, director of the Boilermakers and Iron Shipbuilders Marine Council, and Alfred Maskin, legislative director of the American Maritime Association which represents unsubsidized U.S.-flag shipping companies. Groton declared that the veto indicated a lack of real understanding of the nation's maritime problems and Maskin reiterated the AMA's continued endorsement of the principle of an independent MARAD.

The President's veto of H.R. 159 temporarily thwarts the strong sympathy of both branches of the legislature for the measure, which was first introduced in the House in January, 1967, and went through months of hearings in that body. House passage came in October, 1967, with an overwhelming vote of 326 to 44. The bill then lay dormant in the Senate Commerce Committee while hopes continued that the Administration would come up with its own, long-promised, over-all maritime program which would be acceptable to the industry. The nearest thing to a program ever presented, however, was a series of proposals by Transportation Secretary Alan S. Boyd which were clearly to the detriment, rather than the benefit, of the U.S.-flag merchant marine.

Following this, in August, 1968, the Senate Commerce Committee cleared the Independent MARAD bill for floor action by a vote of 17 to 1 and final passage came by voice vote during the final hours of the Ninetieth Congress just prior to adjournment.

Discussing Future of U.S. Fishing Industry



SIUNA Vice Presidents Austin Skinner (left), secretary-treasurer of the New Bedford Fishermen's Union, and Steve Edney, president of the United Cannery and Industrial Workers of the Pacific, presided at a recent meeting of the SIUNA's Fish and Cannery Conference in Boston. The Conference discussed a blueprint for action designed to revitalize the domestic fishing industry, and a proposed nationwide coordinating organization composed of every segment of the U.S. fishing industry.

SIUNA Affiliate Signs Contracts At 5 Canneries

TERMINAL ISLAND, Calif.—The SIUNA-affiliated United Cannery and Industrial Workers of the Pacific have signed new three-year agreements with five West Coast canneries. SIUNA Vice President Steve Edney, president of the UCIW, called the agreements, which are basically the same, "one of the best contracts we have negotiated in the past few years."

The contracts, with the Ralston-Purina Company's Van Camp Seafood Division, Star-Kist Foods, California Marine Packing Company, Pan Pacific Fisheries, and the Harbor Canning Company, will extend through 1971.

Among significant gains is a 12-percent increase in wages over the next three years, at the rate of four percent per year. Also included are provisions for increases in health and welfare benefits, holiday and vacation pay, and improved working conditions.

Labor Foes Launch Campaign

Congressman Warns of Business Smear Attack on NLRB

WASHINGTON—Big business foes of the labor act have launched a "highly organized" smear campaign to smash the National Labor Relations Board and weaken the right of workers to protection against predatory employers, the chairman of the House Special Subcommittee on Labor has warned.

In a statement published in the Congressional Record, Representative Frank Thompson, Jr. (D-N.J.), charged that promoters of the massive public relations campaign to weaken the law rely on "distortions, half-truths and hyperbole" to mislead and incite the public and help clear the way for an "unprecedented frontal assault" on the NLRB in the next Congress.

Thompson also called attention to a statement by Republican presidential candidate Richard M. Nixon promising, if elected, to appoint a watchdog committee to give him "the facts" on the actions of the NLRB.

Nixon's view on what he called "corrective action" against the labor board were printed in the June 1968, issue of the American Craftsman, journal of the International Society of Skilled Trades, an organization not listed as a union in the 1967 union directory of the U.S. Labor Department.

"When regulatory commissions and operating agencies ignore congressional intent," Nixon wrote, "they assume legislative rather than administrative functions, thus denying the will of the American people."

Cites President's 'Duty'

Nixon said that "it is the duty of the President to prevent or correct this situation." He wrote that, while the courts have "vitaly important appellate powers with which we must not interfere," zealous bureaucrats "must not be permitted to use the power of the administrative agencies to subvert the intent of Congress."

The Nixon letter had escaped public notice until Thompson called attention to it in his statement to the House.

The congressman cited "other indications of where Mr. Nixon stands"—his selection of Robert Stevens, president of J. P. Stevens and Company, the textile giant which has battled unions for years, as an "economic adviser"; his relations with far-right Senator Strom Thurmond (R-S.C.), and his inaccurate condemnation of the California grape boycott by the AFL-CIO farm workers' union as "illegal."

Against the background of the "massive public relations program" now under way, Thompson said, Nixon's

"guarded promise" to ride herd on the NLRB "can be understood quite clearly."

The New Jersey congressman said the responsibility of his Special Subcommittee on Labor has a "continuing concern" with the policies and administration of the labor act. The statute, he said, has "made incalculable contributions to labor harmony and economic progress in the United States."

He charged that attacks on the law "in a torrent of speeches, articles and editorials" are clearly designed "to discredit the labor law" and to cast "ugly aspersions" on its administration. He pinpointed the principals in this "destructive drama" as the U.S. Chamber of Commerce, the National Association of Manufacturers, the Reader's Digest, the Wall Street Journal, and publications of other business organizations.

Thompson concluded that these attacks "do not reveal flaws in the law or its administration," but instead "expose the existence of a highly organized, subtly conceived and purposefully executed public relations campaign to mislead and to incite the public."

Intent Is Clear

Any doubt of the purpose of the campaign was laid to rest, Thompson asserted, in a speech by Peter J. Pestillo, labor relations manager of the Chamber, who said Sept. 12 that the 1968 election has "particular significance for labor law reform" for employers have much at stake "and the time to start protecting that stake is now."

How is this to be accomplished? "The public is the key," Pestillo said. The same point was made last January, according to Thompson's statement, when NAM Vice President William K. Zinke told an audience:

"Before we can take action to introduce legislation seeking major labor law reform, it is necessary to create the kind of favorable public climate which resulted in the Taft-Hartley and Landrum-Griffin acts."

Pestillo explained what he had in mind:

- Eliminate the NLRB and replace it with a national labor court, or transfer its unfair labor practice cases—about 17,000 every year, and still rising—to U.S. district courts. The effect of this proposal, Thompson said, would be to "cripple and delay" the administration of the labor act.

- Reverse dozens of major Supreme Court and appeals court decisions enforcing NLRB rulings. This, Thompson charged, would "deprive employees of a whole range of rights and protections" given them by Congress since 1933.

- Limit NLRB remedies fashioned to prevent employers from violating the law. Thompson said this would "assure the weakness of the law and place a premium on violations."

- Reverse NLRB decisions on appropriate bargaining units and thus, Thompson said, "erect steep hurdles over which employees would have to jump" to exercise their "precious right to engage in collective bargaining."

- Reserve a series of Supreme Court decisions encouraging private labor arbitration and prevent the U.S. Court of Appeals for the District of Columbia from hearing any labor appeals from outside the District.

Against Public Interest

"These are merely a few of the drastic proposals which labor law 'reformers' have in mind," said Thompson. "All of them, I believe, are contrary to the public interest. All of them . . . are likely to create unprecedented labor strife in our country."

None of the proposals are new but have been considered by Congress and rejected over the years. They are, according to Thompson, "part of a fat package of anti-worker proposals which a 'blue ribbon' committee of the C of C and the NAM have been working on since 1965 in the hope that there will be a change in the Administration and Congress next year."

The subcommittee chairman said he does not question the right of any group to propose legislative changes or to spend "large amounts of their tax-exempt assets" to try to persuade the public to support their views.

What he does object to is arguments based on "distortions, half-truths and hyperbole" calculated to mislead the public and Congress and "designed to deprive American workers of basic rights, to weaken the institution of collective bargaining, to jeopardize stable labor relationships and to threaten the health and orderly progress of our economy."

No one can mistake the purpose of the Chamber-NAM proposals, Thompson declared—"to strip the American worker of protection which Congress has painstakingly enacted over a period of 35 years."

Truth-in-Lending Regulations Set by Fed. Reserve Board

WASHINGTON—The Federal Reserve Board has published 60 pages of detailed regulations to implement the Truth-in-Lending Act which Congress passed in May to take effect next July.

They will apply to banks, savings and loan associations, stores, credit card issuers, automobile dealers, credit unions, finance companies, real estate mortgage brokers—just about everyone who lends money or sells on time.

The regulations, open for comments until mid-November, will be published in their final form early next year.

Board Vice Chairman J. L. Robertson, responsible for drafting the regulations, also announced that the board will start an educational drive covering both consumers and lenders to explain the law and the regulations.

The board said the regulations provide a "mechanism" for improving a customer's knowledge of credit and thus "increase his ability to compare the terms available from various sources of credit."

The regulations themselves appear clearly designed to let the consumer know exactly how much he is paying for a loan or for credit on a purchase.

For instance, the advertiser who says on the air or in print that his product can be bought for only a few dollars a month, won't be allowed to stop at that

point.

He would be required also to tell how long the transaction will run, how big the down payment is, what the finance charge is when expressed as an annual percentage rate, what the item would cost if paid for in cash, how much greater the time payment cost will be with the addition of the finance charge.

The regulations outlaw "fine print" when it comes to explaining the essentials of finance charges.

Ten-point bold face type—larger than most newspaper type—is required for the seller's disclosure of the rate of finance charges, the amount of each payment, frequency of payment and other credit details.

Even larger type—12 point, all in capitals—is specified for a notice telling a person that if he has committed his home as collateral in certain types of contracts, he may back out without penalty at any time within three days of his signing of the contract.

Standards also are set forth for the advertising of credit terms via radio, television, public address system, handout leaflets, direct mail, window display and billboards.

And the Beat Goes On



John S. Howell, who recently sailed in the engine department of the Michigan, has his pulse taken by a nurse in Bluff Hospital in Yokohama. Brother Howell was hospitalized with an infected toe.

Kayser Roth Slips As Canadian Units Join With TWUA

LONDON, Ontario—Workers in two Canadian plants of the Kayser-Roth Corporation have chosen to be represented by the Textile Workers Union of America despite "intense opposition" by chain management.

TWUA President William Pollock said a hosiery manufacturing unit here voted 71-35 for union representation. The Ontario Labor Relations Board certified TWUA as representing a majority of the 40 workers at a Kayser-Roth tricort knitting and dyeing facility in the same town.

Pollock said the victories gave a "decided lift" to the morale of 500 Kayser-Roth employees in Dayton, Tennessee, on strike since May 6 in protest against the company's refusal to bargain in good faith.

The AFL-CIO Executive Council at its meeting in September called for support of the strikers by the entire labor movement, and urged consumers to bypass Kayser-Roth products—Supp-Hose, Kayser, Mojud, Phoenix and Schiaparelli women's hosiery, and Esquire, Bachelor's Friend and Supp-Hose for men.

The council described conditions at the struck plant: "Many of the workers make only the federal minimum wage. Working conditions are deplorable."

Lots of Fine Reading



Seafarer Reuben Belletty looks over one of the books in the SIU library at the New York hall. A Seafarer for 27 years, Belletty sails in steward department. Brother Belletty last shipped on the Boston.

Upholsterers Win New Pact; End Walkout at Hillenbrand

BATESVILLE, Ind.—A spunky local of the Upholsterers took everything the locally-powerful Hillenbrand Industries could fire at it for 18 weeks of a tough strike finally won a better contract here last month.

The strike and a nationwide boycott won with the help of a labor movement rallied by AFL-CIO President George Meany, came to an end when members of UIU Local 525 voted overwhelmingly to accept a new, improved company offer. The settlement achieved most of the goals sought by the 500 strikers since they began picketing June 2.

Typical 'Company Town'

Descendants of John Hillenbrand, who founded this town in the rolling hills of southeast Indiana more than a century ago, run the Batesville Casket Company and the Hill-Rom Hospital Equipment Company, where Local 525 was on strike. They also run the town's only newspaper, its only hotel, its only bank and its only hospital.

The union won general wage increases of 50 cents an hour over a three-year period and a raise in the minimum hiring rate from \$1.35 an hour to \$2.

Other provisions include full reinstatement of all strikers, improvements in pension and insurance benefits, shortening of the automatic wage progression rate from one year to six months, an

additional paid holiday, a better funeral leave provision, jury duty and vacation pay.

The company agreed to put production standards in writing for affected employees and to install a job bidding procedure based on seniority.

The settlement provides that all strikers will get the vacation pay due them under the old contract. The cases of six employees fired shortly before the strike began, and 30 fired during the strike, will be submitted to binding arbitration. All court charges will be withdrawn.

UIU President Sal B. Hoffmann led the negotiations until he became ill and underwent major surgery. A special committee then aided local union negotiators in working out final settlement.

Throughout the duration of the strike, not a word about it had appeared in the local newspaper as police shoved pickets around and teenagers—barred by Indiana law from operating machinery because of their age—were brought in by the company as strikebreakers. Also, the union reported, private police were hired to harass and intimidate the striking workers.

SIU WELFARE, VACATION PLANS

September 1-September 30, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	3,876	\$ 42,667.21
Death Benefits (Welfare)	31	74,765.53
Disability Benefits (Welfare) . .	1,220	269,450.00
Maternity Benefits (Welfare) . .	36	7,200.00
Dependent Benefits (Welfare) . .	422	85,550.37
(Average: \$202.85)		
Optical Benefits (Welfare) . . .	485	7,323.37
Out-Patient Benefits (Welfare)	4,551	33,224.00
SUMMARY (Welfare)	10,621	520,180.48
Vacation Benefits	1,711	722,905.47
(Average: \$422.50)		
Total Welfare, Vacation Benefits Paid This Period . . .	12,332	\$1,243,085.95

Navy Declares 'Effective Control' Over 423 Runaway-Flag Vessels

WASHINGTON—The Navy Department last month officially declared 423 runaway-flag ships, registered under the Liberian, Panamanian and Honduran flags, to be under effective United States control as of March 31, 1968.

Among the vessels which the Navy claims can be utilized by this country in the event of a national emergency, Liberia has by far the most with three combination ships, 37 freighters, 93 bulk and ore carriers and 177 tankers for an aggregate total of 11,539,000 deadweight tons.

Runaway ships under the Panamanian flag total 104—adding up to 3,458,000 deadweight tons. Honduras brings up the rear with nine vessels of 38,000 deadweight tons.

The vast bulk of tonnage under the flags of these three nations consists of ships owned or controlled by U.S. citizens who are taking advantage of the tax incentives offered to runaway ship operators. As an added bonus, these owners escape the rigid safety standards imposed on ships registered in the U.S. and man them with foreign crews at low wages.

This has become so rampant that today Liberia has the world's largest active merchant fleet, most of it composed of recently-built ships. In contrast, the United States-flag fleet accounts for the greatest number of vessels in worldwide shipping which are in the 20-year-old or older category. This indicates where a growing number of U.S. corporations have been registering their vessels in recent years.

However, experience has shown that the utilization of such vessels often depends on the owners' interests rather than the interests of the United States. Foreign-flag ships are often used to carry cargoes to Cuba, to North Vietnam or other areas in contravention of this country's national interests. Furthermore, when such a ship is in an unfriendly port, "effective control" becomes practically meaningless.

A Poor Substitute

Frequently under time charter to foreign companies, such ships can hardly be prevented from pursuing the profits of these firms or the political designs of the foreign powers which control such firm. "Effective control" is no substitute for American-flag ships, crewed by Americans, and oper-

ating directly under regulations and directives of the United States.

Representative William D. Hathaway (D-Me.) recently labelled the reliance of the United States on foreign-flag registered vessels in the carriage of import-export cargoes—particularly those containing strategic materials—"an enormous danger." He also pointed out that the fleet of American-owned but foreign-registered vessels is now "larger than the entire American-flag fleet."

Effective control, so far as the Navy is concerned, is an apparent belief that the vessels involved can be pressed into service to carry U.S. servicemen and materiel in an emergency. The cargoes would consist of military equipment, food stores, or similar strategic materiel needed for logistic support of U.S. armed forces.

SIU-Manned Delta Mexico Newest Ship in Latin Trade

PASCAGOULA, Miss.—The SIU-contracted Delta Mexico, fifth and last of five identical Delta Class cargo ships built for Delta Steamship Company by Ingalls Shipbuilding Corporation, was launched here last month.

The sleek new vessel is 522 feet long, has a beam of 70 feet and a deadweight capacity of 13,350 tons. Its bale cubic capacity is 646,860 feet, refrigerated cargo space is 47,280 cubic feet and the liquid cargo capacity is 1,658 long tons. With her 11,660 shaft horsepower, the vessel can attain a speed of 18.6 knots and in excess of 20 knots when utilizing total power at design draft.

The cargo-handling equipment includes a set of heavy duty gear capable of lifting single loads weighing up to 75 tons. The Delta Mexico features a bulbous bow for increased speed and fuel economy. Also included are multiple hatch cargo holds with fast operating hydraulic hatch covers and the latest navigation equipment for safety and operating efficiency.

The ship has attractive air-conditioned living quarters for

all Seafarers and officers.

All of the five new additions to the Delta fleet were designed for ready adaptability to containerized and unitized cargo operations, in anticipation of the possibility of a continuing trend toward intermodal transportation systems. The Delta Mexico joins the Brazil, Argentina, Paraguay and Uruguay which are already in operation.

Hugo B. Margain, Mexican Ambassador to the United States was principal speaker at the launching ceremony. He praised the harmonious relations between his country and the United States and lauded the efforts of Delta in promoting trade between Mexico and Hemisphere neighbors, particularly those on the East Coast of South America—a trade group served by a number of ships in Delta's fleet. The Delta Mexico will become one of the vessels on this trade route.

FWT Bill Petrino Rescues Engineer By 'Quick Action'

"Quick thinking and fast action" by Seafarer William Petrino, saved Chief Engineer S. P. Offenberger from possible serious injury aboard the Seatrain Savannah during a recent voyage, it was reported to the LOG recently.

Offenberger described the incident in a letter of commendation he wrote in regard to Petrino. "I had just completed welding repairs on a broken sounding pipe and was helping my assistant stow away the welding cable," he wrote. The day was rainy and I was soaked with sweat. Suddenly, the cable grounded through me, causing me to lose all muscle control. All I could do was scream."

While he was pierced by electricity and unable to let go of the cable, Offenberger said Petrino "saw what was happening and instantly hit me with a body block, breaking me away from the cable. He is to be highly commended for his quick thinking and fast action."

Petrino, who is 20 years old, recently earned his FOWT endorsement. A native of Mount Vernon, N.Y., he previously sailed as wiper on the Steel Advocate, Robin Locksley and Seatrain Delaware. He is a resident of Glen Rock, N.J. On the Seatrain Savannah, he was 8-12 FWT.

Enjoying Some Good Music



Craig Gorman, who sails as wiper, listens to music on his portable phonograph at the New York hall. Brother Gorman is attending SIU's Harry Lundberg school to obtain his FOWT's rating.

'Flounder' Label for Imported Fish Rescinded After SIUNA Protests

WASHINGTON—Following vigorous protests from SIUNA-affiliated fishermen, the New Bedford Seafood Dealers Association and other domestic fishing industry representatives, the Federal Food and Drug Administration has rescinded its August 13th ruling that would have permitted the labeling of imported turbot as "flounder" or "Northern flounder."

The problem of the FDA's turbot-flounder decision arose when along with its recent ruling that turbot labeled as "Greenland halibut" was misbranded—a ruling which SIUNA fishermen's unions fought long and hard to achieve—the FDA went on to rule in its announcement that "the labeling of such fish [turbot] shall bear either the name 'flounder' or, since the species is caught only in circumpolar waters, the name 'Northern flounder'."

Quick Reaction

The reaction of domestic fishermen was swift, and to say the least, one of consternation and disbelief. After working so tenaciously to prove to federal officials that the sale of imported turbot labeled as "Greenland halibut" was a misrepresentation and a misuse of the name halibut—the long awaited victory was being soured by an interpretation of the species, which would permit the sale of turbot labeled as flounder.

SIUNA Vice Presidents James Ackert and Austin Skinner, along with SIUNA Representative Joseph Algina, working together with Howard Nickerson, executive director of the New Bedford Seafood Dealers Association, and other industry representatives, decided to seek a meeting with FDA officials in Washington.

A preliminary hearing, chaired by Nickerson, was held on Sep-

tember 19th between industry representatives and John K. Kirk, associate commissioner of the FDA, in the office of Representative Hastings Keith (R-Mass.). Keith was instrumental in getting the meeting arranged and also asked other interested parties to attend.

Direct Approach

During the meeting, Algina asked Kirk a pointed question which received a frank reply: "What would it take to change the use of the name flounder and take this regulation off the Federal Register?"

Kirk answered, "simply convincing Commissioner Ley [Her-

bert Ley, FDA chief] that another name is more suitable."

Kirk also suggested that some good, strong information and suggestions—facts compiled, and put in writing for FDA Commissioner Ley to consider, would be needed to reverse the FDA's flounder ruling.

"Good, strong information and facts," plenty of them, were provided by SIUNA representatives and others at an open hearing which followed the preliminary meeting held with Kirk.

The open hearing produced an about-face by the FDA, and the ruling which would have permitted the labeling and sale of turbot as flounder, has been put aside.

Looking Over the Benefits



Terry Lewis of the deck department looks over a list of Seafarers' sickness and accident benefits at the Philadelphia hall. Lewis is a member of the deck department and a recent addition to SIU.

Bogus Seaweed Attracts Fish; Also Acts as Erosion Deterrent

Artificial seaweed, which looks so real it attracts fish and other marine life into previously barren waters, is being used in a scientific test to prevent beach erosion.

Conceived by scientists of the National Aeronautics and Space Administration, the experiment is underway at the Wallops Island, Va., station—one of NASA's launching facilities—and initial results have raised hopes the project will be highly successful.

The artificial seaweed actually is orange-colored fronds attached by rings to a frame that is "planted" on the sea floor. Scientists claim that these frames will create an underwater drag that will cause sand particles suspended in shallow water to fall to the bottom and remain there.

If the idea works as expected, scientists said, the buildup of sand offshore should protect the shoreline.

A mile-long test area has been set up at the south end of the island. Here the frames, which are about eight by 20 feet, are fitted with the six-foot-long fronds. The frames are weighted and then dropped from a barge in water—8 feet deep—some 600 to 800 feet offshore. The frames are in different shapes and are being "planted" in various patterns to determine which is the most effective.

In the fall of 1967, 68 frames were put down in the shape of a "V" and have been checked quarterly.

Earlier tests in other areas showed that after the artificial seaweed had been submerged for some time, it shrank to half its original length but ballooned out to twice its original width, taking on the appearance of underwater tumbleweed.

The orange fronds float under water much the same as real seaweed does and attract barnacles, water blisters and various sea ferns. It was also discovered that numerous fish were found at the artificial reef installations where fish had been notably absent in previous years.

Use of the artificial seaweed is the latest attempt by man to offset the ravaging destruction of beaches by the pounding sea. Recently, auto wrecks and old Christmas trees have been employed to halt erosion but without noticeable success. Officials in other areas will be closely watching the Wallops Island experiment as a possible solution to the erosion problem.

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

By Sidney Margolius

Insurance Rates Soaring Higher

Homeowners all over the country, already trying to cope with rising property taxes and mortgage-increases, are complaining about increases of 26 to 71 percent on home insurance as their policies come up for renewal.

One Illinois resident reports that his three-year homeowner policy has been boosted from \$103 to \$175.90, an increase of 71 percent.

A New Jersey family reports that its homeowner insurance has been raised from \$47 to \$72 a year. Another family found its premium for three years has been increased from \$60 to \$290. Still another had theirs increased to \$276 from \$189. In New York and other states, homeowners have just suffered another increase—of two to 15 percent in various areas—on top of other hikes in recent years.

"In the near future it will be almost impossible for a young couple to afford a home," Mrs. Alice Faller, writes. "My husband's salary does not increase with the cost of living. What with the real-estate tax increases, now the insurance costs, plus the recent surtax, we are getting mighty disgusted. Three years ago we were fortunate in getting a 5½ percent mortgage loan. Now such loans have been increased to seven percent with talk of going to eight percent."

That's all too true. In fact, mortgage rates already are as much as eight percent in some cities such as Milwaukee.

On the insurance, what has happened is that there have been several increases in many areas during the past three years. Homeowners now renewing their three-year policies are having to pay the accumulated increases.

There has been a tendency to blame the rate increases on recent riots. One reader who had gone to several companies to get competitive rates, and found increases by most, writes: "The opinion seemed to be that someone had to pay for the rioting and arson, and that this has been shouldered on to all policyholders regardless of where they live."

This, however, is wholly untrue. A riot-insurance surcharge of \$1 a year per policy has been imposed in many cities. But according to the Insurance Information Institute, the increases in property-insurance are due mainly to increased costs of repairing damages to homes.

The further fact is that the property-insurance industry is a high-expense business, and even worse than the auto-insurance companies in its low payout. Property-insurance companies pay out only about 50 cents of the premium dollar—the dollar you pay. The rest goes to selling and administrative expenses, and profits. Moreover, as in auto insurance, the insurers do not count their earnings on investments—in large part the premiums you

pay in advance—when they calculate their losses.

Thus, when their claims payouts increase by \$1, the companies ask for rate increases of \$2. One dollar is for the actual increase in losses, and the other dollar is for the increased selling commissions and administrative expense.

Up to now families have not been as sensitive to the price of home insurance as to auto insurance. Home insurance has always seemed cheap in comparison to auto rates, and many families pay for it a little at a time along with their monthly mortgage payments. This installment system of paying tends to conceal the true cost.

But the recent drastic increases have aroused more concern than has ever been observed before.

The main part of the solution to this problem really rests with the state insurance departments. This is the need to reduce the percentage taken by insurers for selling and administration.

There are only two or three ways you can reduce costs yourself. One is to shop for a lower-rate company. The other is to take as high a deductible as you can get, so that you pay, for example, the first \$100 of any damage yourself.

There is no need to insure yourself against small damage which you usually can manage to pay yourself. You pay disproportionately more for full insurance, since it costs an insurance company almost as much in administrative expense to settle a small claim as a large one. You can save as much as 30-40 percent by choosing the maximum deductible.

You also may be able to find a lower-rate company. You do not have to place your insurance through the mortgage company or other lender. Moreover, there really is no such thing as a "standard" rate. There are so-called "bureau" rates established by regional rating bureaus to which some companies belong. But many mutual insurance companies and other independent companies charge 10 to 25 percent less than the bureau rates. Even some of the bureau members now are more competitive on homeowner policies.

If your present insurance is a one-year policy, you can save by changing to a three-year payment. If you have only fire and windstorm insurance plus some separate policies for other risks, you can save by combining all in a homeowner policy. This will cover fire, windstorm, other damage, plus liability (except auto), theft and other forms of protection.

You may, for example, own a boat and carry separate liability insurance on it. This could be included in the liability portion of a homeowner policy.

Incidentally, on boats and other possessions on which you may carry insurance, taking the largest deductible available can cut the cost as much as half.

Jorgensen Elected MFOW Vice Pres.

SAN FRANCISCO—Harry Jorgensen, previously Port Agent of San Francisco for the SIUNA-affiliated Marine Firemen's Union, has been unanimously elected vice president to fill the vacancy created by the sudden death of Alex Jarrett in September MFOW President William W. Jordan announced last month.

Jorgensen, 47, has belonged to the Marine Fireman's Union for 25 years. Prior to serving as San Francisco Port Agent he had been Port Agent in Seattle and before that was a patrolman in San Francisco.

The elections were held over a week's period at the Union's six regional headquarters. Jorgensen was unopposed in his bid for office. Jack Hatton has been appointed to fill Jorgensen's former post as San Francisco Port Agent.



Supreme Court Throws Out Second J.P. Stevens Appeal

WASHINGTON—The nation's most notorious union-busting firm—J. P. Stevens and Co.—has lost another round in the U.S. Supreme Court.

The nation's highest court refused to consider the company's appeal from a National Labor Relations Board finding that the Stevens firm had engaged in flagrantly illegal conduct to smash a union organizing drive in the Carolinas.

It was the second time within a year that the high court in effect upheld NLRB findings that the big textile chain—a major U.S. government contractor—engaged in "massive" unfair practices to punish and discourage employee activity on behalf of the Textile Workers Union of America.

In Stevens No. 2 case, the 2nd U.S. Circuit Court of Appeals, New York City, had ordered enforcement of an NLRB finding 18 months ago that Stevens officials in North and South Carolina plants were guilty of:

- Firing employees for their union activity.
- Punishing union supporters, spying on them, threatening them, discriminating against them and otherwise interfering with their right to engage in organizational activity.

The latest case involves 17 workers fired in 1964 for joining TWUA, and one employee fired for testifying as a government witness at an NLRB hearing. The NLRB, and the 2nd Circuit judges ordered Stevens to rehire the 18 workers, give them backpay for their wage losses and stop its terroristic drive to destroy their legal rights. That order now can be enforced.

In a similar case, called Stevens No. 1, the Supreme Court previously let stand an order finding the giant chain guilty of illegally firing 71 other workers in 1963 and intimidating others to destroy any vestiges of union organization in 20 Carolina plants. Stevens complied with this latter order by offering reinstatement to 69 surviving victims.

In the wake of the latest Supreme Court action, the TWUA called on the National Labor Relations Board to institute contempt proceedings against the Stevens firm for its continuing violation of the law "in the face of court decisions directing the company to cease and desist from such actions."

TWUA President William Pollock told newsmen that "the normal processes of justice apparently have no effect on J. P. Stevens. What is apparently needed to bring this company to its senses are fines and imprisonment for contempt of court orders."

Three other charges against the Stevens firm are pending on appeal. They grew out of the company's continuing union-smashing actions in the face of NLRB and court orders that it obey the law.

Stevens carried the first two Appeals Court rulings to the high court in challenges to the unusual remedies devised by the labor board to force the chain to stop breaking the law. In Stevens No. 2, the firm is now under these orders:

- Give union representatives for a one-year period "reasonable access" to all plant bulletin boards.
- Read the board's order to all its employees at meetings called during working hours.
- Mail a copy of the NLRB order to all employees in the company's Carolina plants, and post copies asserting that Stevens will obey the law and stop its illegal actions.

LABOR ROUND-UP

The largest convention in the history of the Georgia State AFL-CIO—more than 500 delegates—elected new officers in Savannah last month and adopted a legislative program headed by a call for a state \$1.25 minimum wage. Georgia presently does not have any state wage-hour law. Jim Moore, a member of the painters, who has been secretary of the state central body, was elected president, succeeding the late W. H. Montague, Sr. The convention also called on the state legislature to pass a collective bargaining law for public employees and to exempt the elderly from state personal property tax.

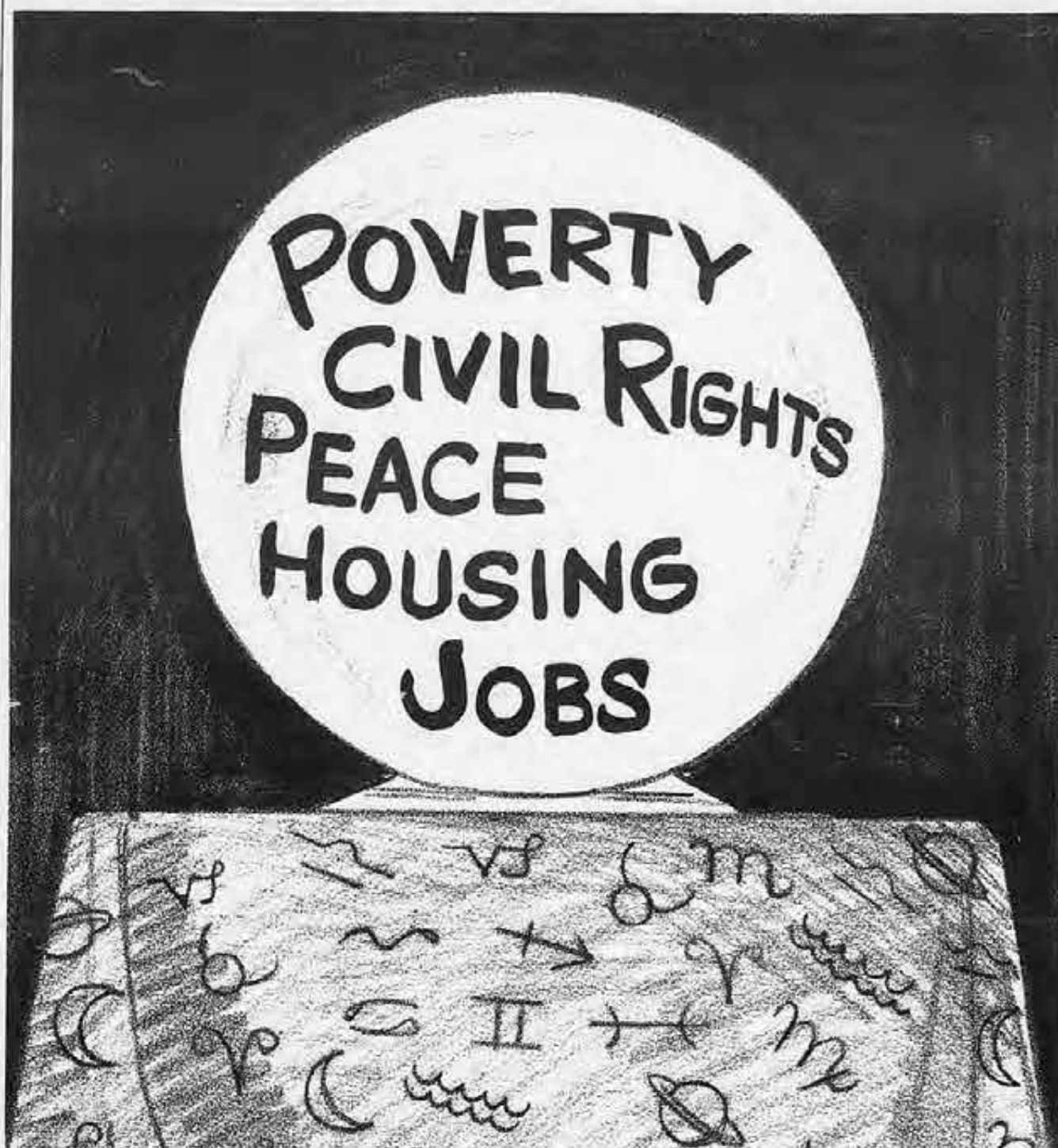
Secretary of State Dean Rusk installed Louis Stulberg, president of the Ladies' Garment Workers, as a member of the U.S. delegation to the 23rd General Assembly of the United Nations at ceremonies in the U.S. mission headquarters last month. President Johnson named Stulberg to the delegation, on which three other labor leaders had served previously. They are AFL-CIO President George Meany, President I. W. Abel of the Steelworkers and George M.

Harrison, AFL-CIO vice president and former head of the Railway Clerks.

Hyman Blumberg, 82, who helped found the Clothing Workers and was one of its top leaders since 1916 died in New York last month. Blumberg's final illness caused him to miss ACWA's June convention in Miami Beach but he was renominated and re-elected in a nationwide referendum completed in September. He had been ACWA's executive vice president since 1946. Born in Lithuania, Blumberg came to this country in 1890. He quit school at 12 to work as a pocket-maker in Baltimore and later became a union organizer. He was 24 when elected to his first union office.

Marie V. Downey, 52, director of publications for the International Brotherhood of Electrical Workers since 1955, died in Washington last month following a short illness. Miss Downey, also managing editor of the Electrical Workers Journal, served in her capacities as a special assistant to IBEW President Gordon M. Freeman, who recently retired, and his successor, Charles H. Pillard.

The Next Four Years . . . ?



As the heat of the 1968 election campaign slowly cools, we come face to face with the reality that the voting is over and that Richard M. Nixon will be the next President of the United States.

What will this mean to the American people, the vast majority of whom are working men and women and their families?

The self-proclaimed "new" Nixon, as President, will have to be judged by his conduct of that awesome office. At the same time, labor, without ever lowering its guard, must continue to press its program even more vigorously for a better America—for solution of the critical problems of the cities, of poverty and racism, and for economic progress and peace—the latter now hopefully closer to reality following President Johnson's cessation of bombing missions over North Vietnam.

The need continues for vital and progressive laws to heal the nation's ills—to eliminate poverty and ignorance, to provide a valued stake for every American in the social order, no matter how humble—and for sufficient funds to make these laws into functioning instruments for meaningful and measurable progress. The need continues, as well, for working people to achieve more security and a more equitable share in the abundance of our great country. The great buttressing of individual liberties begun by the Supreme Court must not be allowed to die because of the unrealistic fears of the ill-informed.

In our own more specific realm of the merchant marine, the need continues, also, to re-launch the fight for an independent MARAD, to create within the new Administration a realization of the necessity for an over-all maritime program which will at long last be based on the very real fact that our country must have a merchant fleet—under the American flag—second to none in the world. We would also hope that the new administration will recognize that maximum carriage of U.S. export-import cargoes

by a strong U.S.-flag fleet is the strongest possible medicine for lagging economic competition with the Soviet Union and the best tool yet for overcoming our worsening balance of payments deficit.

We are fully aware of the dangers posed by the forces which backed Nixon—the big business, big profit, "trickle downers" whose design for America has always been the fattening up of the elite managerial and executive class while dangling the carrot of future promise to the working class backbone of America that adequate benefits will seep through to them eventually.

These are the people who have already begun the most massive attack on labor seen in many years, who are intensifying their drives to smear and weaken the National Labor Relations Board, to write more "right to work" laws, to destroy the effectiveness of the trade union movement.

The future climate of America, however, will be built by many forces and the workers will have to mount a stronger-than-ever offense to make their voices loud enough to be heard and counted. They can do this best by rallying behind their unions and insuring that the full strength of their numbers will be felt. In this task, the democratic coalition—with a small "d"—must be revitalized, and stronger alliances forged, with the underprivileged minorities who have been left waiting to the point of desperation.

We hope Richard Nixon will grow in his new job, that he will become the President of all the people, that he will become more responsive to the needs of the "little guy."

We hope also that he will carry out the pledge of the Republican platform to revitalize the American merchant marine—with American-built ships manned by American seamen.

In the meantime, our best guarantee for future growth is not a "watch and wait" posture but, rather, a renewed determination to strengthen the voices of labor as they continue to cry out for progress.

'Appointed Politicos' Cited as Cause Of Fleet's 'Gallopng Obsolescence'

WASHINGTON—Edwin M. Hood, president of Shipbuilders Council of America, has ascribed the "galloping obsolescence" of the American merchant marine not to Congress, but to "appointed politicians" within the Executive Branch of the government.

No matter who becomes the next President of the United States, one of his prime tasks will be "the development of an appropriate policy and the execution of appropriate programs to ensure that the Soviet Union will not gain mastery of the seas," Hood told a meeting sponsored late last month by the nearly seven-million-member AFL-CIO Maritime Trades Department.

While noting that both major parties included in their respective platforms "words of good omen" for the U.S. merchant marine, Hood indicated that, rather than words, "effective action, by well-equipped people, and rational programs" are what is needed.

'Empty' Promises

The SCA president decried the fact that the 90th Congress has adjourned and "there is still no clear direction" as to what the nation's future national sea power policy will be. "This uncertainty is not new," he commented. "For most of the last two decades, a similar phenomenon—an oddity of alarming proportions—has prevailed." The promises and assurances of the present Administration have proven "empty," he declared. Major blame for the downgrading of the need for more effective sea power, and the updating of the merchant marine, was placed by Hood on former Secretary of Defense Robert S. McNamara.

Senators and congressmen on both sides of the political aisle "have regularly championed programs to assure that the United States possesses, at all times, under all kinds of circumstances, sea power capabilities of appropriate quality and quantity which are commensurate with the role of world leadership thrust upon us since World War II," he pointed out. "The resistance has for the most part come from the appointed politicians in the executive agencies."

It was the Congress which focused needed attention on the deficiencies in our merchant shipping fleet, he said. The Congress

proved the falsity of reliance on foreign shipyards for building ships—the costs of which were to be borne by the U.S. treasury. And it has been the Congress which has consistently "sounded the alarm with respect to Soviet Russia's growing strength on the oceans."

Pointing out that the Russians have been building many more merchant ships than the U.S., Hood furnished statistics showing that, as of May, 1968, the U.S.S.R. was constructing 448 ships compared to 58 being built in the United States. For the past several years new ship deliveries to the Russian merchant fleet "have outpaced U.S. deliveries by nearly 8 to 1," he stated, leading to the fact that today's Soviet fleet comprises ships of which 80 percent are less than ten years old. In contrast, 80 percent of the vessels in the American merchant marine are 20 years old or older. In the past 18 years more than 1,000 ships have been added to the Russian merchant marine while the U.S. fleet has decreased by 1,000 in the same period.

"Yet, there have been those in high government posts who have regularly downgraded the aggressive, steadily expanding buildup of Russian strength on the oceans," Hood charged. "They have ridiculed any suggestion that the Soviets have any ulterior motives of using sea power to enhance foreign policy objectives or to support psychological, political and economic warfare, and this negative attitude continues to linger."

One of the stated purposes of the Russian merchant marine is to "constrain the expansion of certain capitalist states in world shipping," the SCA executive explained. "There can be no doubt that 'expansion' of the American flag merchant marine in world shipping has been 'constrained' for several years. Our ships are now carrying about five percent of our own trade and commerce by volume. As Russia has moved ahead, the United States has dropped from first to fifth position as a maritime power. As a shipbuild-

ing power, we have dropped from first to ninth position; the Russians have now moved into number seven position."

"That sea power for America must be replenished and strengthened by the next Administration is all too apparent," Hood said.

Also Addresses Navy League

In an earlier speech along the same lines to the Navy League of the United States in Erie, Pennsylvania, Hood also pointed out that Soviet maritime capacity in both merchant marine and naval areas soon threatens to outstrip that of the United States.

Claiming that high U.S. government officials have minimized the Russian build-up on the high seas, he described this position as an "hallucination."

Charging that these officials have failed to assign the proper priority to our maritime capability, Mr. Hood pointed out that "... while the Russians have been putting together a merchant marine which already exceeds the American fleet in numbers of ships and within a relatively short time will surpass us in tonnage, those responsible for our maritime policy have seemingly been oblivious to all that has been taking place."

'Landing Flap' Principle Proposed to Brake Tankers

Giant tankers of the future may come equipped with braking flaps if the recommendation of two European naval architects is taken up by tank ship operators.

Professor H. E. Jaeger of the Technological University of Delft, the Netherlands, and M. Jourdain, director of the French Shipbuilding Research Institute of Paris, claim that large vessels, especially the supertankers, need the flaps for shorter emergency crash stops.

They proposed the use of flaps, similar to landing flaps on jet airplanes, because the headreach or stopways of such large tankers have become "quite impracticably long." Distances of more than three miles have been measured, they said, while trying to stop tankers on a straight course by putting the ship's engines into reverse.

In a paper titled "The Braking of Large Vessels," presented recently at the 75th anniversary meeting of the Society of Naval Architects and Marine Engineers, the authors told of installing braking flaps on a ship model for testing in a towing tank.

The flaps were hydrodynamic brakes and tests showed the braking power of the flaps was "considerable," according to the paper.

Tests Show Results

For instance, a ship with flaps can be stopped within about 4,600 feet or in less than half the distance for a vessel without the device, the tests indicated. Also, a ship with flaps at the normal service speeds of 16 knots would have the same stopping conditions as a conventional ship at eight knots.

Jaeger and Jourdain explained the stopping conditions of large vessels in general, and giant tankers in particular, "have a precarious character," because for an initial speed of 16 knots at the full load, the stopping time is about 15 minutes and the stopway about 13 ship lengths.

An important improvement in the conditions for stopping, the experts stated, could be achieved through the flaps, which could be used in all circumstances.

On tankers, the flaps can be extended from the underwater body and would remain retracted and form part of the vessel's hull when not in use. And when extended the flaps would remain within the sectional projection of the mid-ship section, the authors suggested.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

October 18 to October 31, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	1	0	1	9	5
New York	45	45	37	43	16	171	111
Philadelphia	7	7	5	3	3	24	20
Baltimore	21	16	28	22	9	91	36
Norfolk	5	8	8	4	6	27	27
Jacksonville	7	10	9	7	3	17	18
Tampa	3	6	1	2	0	9	10
Mobile	20	14	23	20	8	56	21
New Orleans	37	51	31	37	6	104	83
Houston	70	34	29	29	10	151	96
Wilmington	24	23	25	29	21	32	1
San Francisco	31	64	18	60	46	68	10
Seattle	28	7	25	6	19	39	4
Totals	300	287	240	262	148	798	442

ENGINE DEPARTMENT

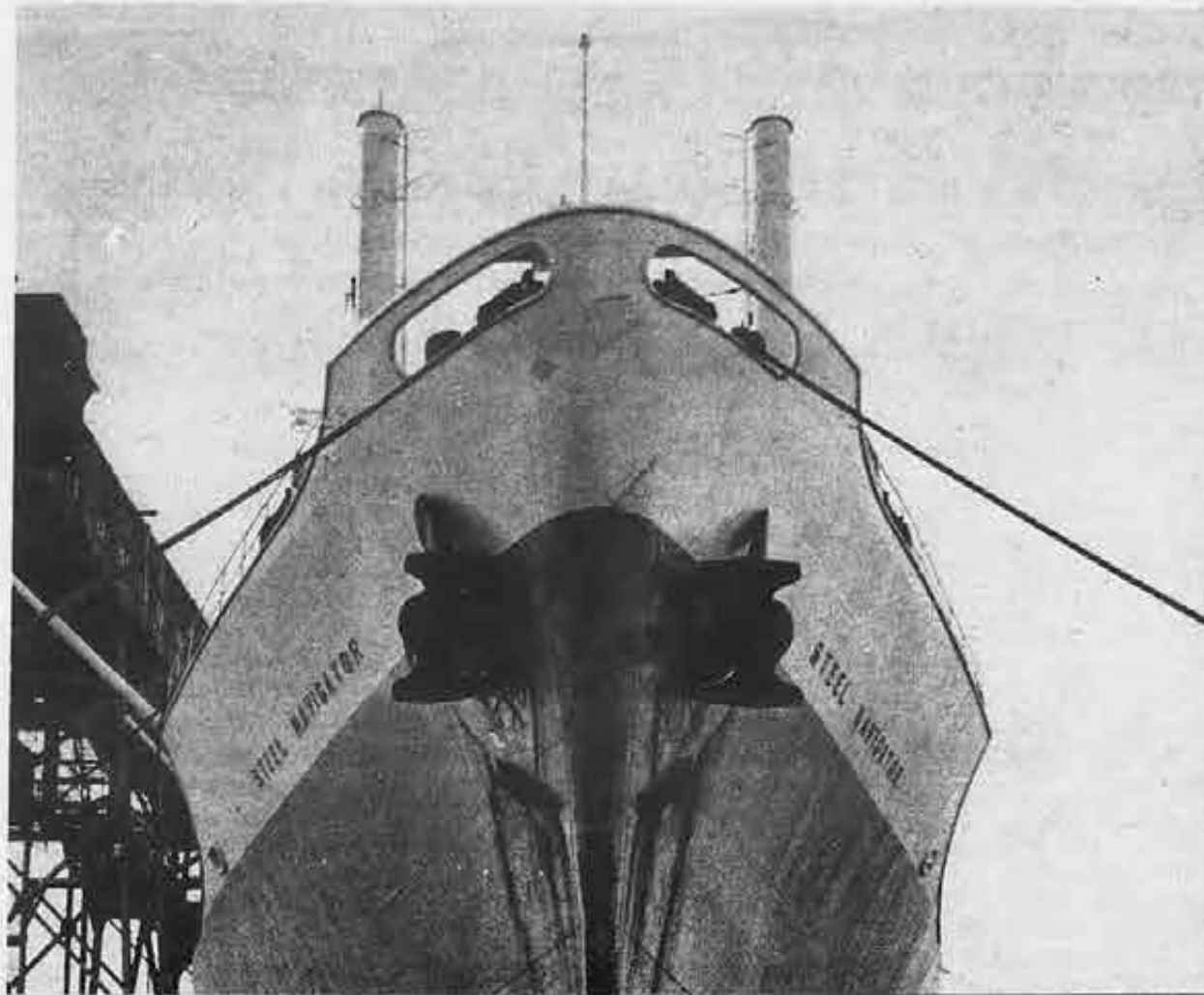
Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	1	0	1	0	6	3
New York	33	60	27	72	20	108	140
Philadelphia	5	6	3	5	3	16	16
Baltimore	15	12	15	14	12	40	51
Norfolk	5	11	4	6	3	12	23
Jacksonville	5	10	3	11	5	14	21
Tampa	2	4	3	1	1	6	11
Mobile	13	21	22	34	0	32	28
New Orleans	32	50	20	47	4	70	91
Houston	22	42	23	26	17	97	102
Wilmington	17	12	15	18	30	16	3
San Francisco	41	48	39	36	49	50	8
Seattle	13	12	15	12	14	18	10
Totals	205	289	189	283	158	485	507

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1	1	0	1	4	3
New York	35	19	24	31	22	105	68
Philadelphia	7	4	1	2	6	17	11
Baltimore	19	9	16	12	9	67	29
Norfolk	1	6	3	2	7	18	21
Jacksonville	4	6	4	6	8	14	8
Tampa	1	1	1	2	1	5	8
Mobile	16	13	16	18	10	39	20
New Orleans	40	23	34	19	0	91	48
Houston	26	27	26	10	3	107	67
Wilmington	16	10	8	8	11	19	2
San Francisco	33	79	44	76	25	46	43
Seattle	11	8	11	9	6	22	3
Totals	210	206	179	195	109	554	331



Nikodem Olen receives first pension check from SIU Rep. Arnie Braitman at the New York hall. A bosun, he joined the SIU in 1944. He lives in Chatham, N. J., and his last vessel was the La Salle.



Back with the Tall Timber

The Steel Navigator (Isthmian) is moored at the lumber dock, Mill Basin, Brooklyn. The vessel had just completed a coast-wise voyage, taking on a cargo of timber in Coos Bay, Oregon, and calling at Camden, New Jersey, prior to pay-off.



Among the Seafarers in the deck department was Bliss Dawson, at left. He has a few points to make to SIU Patrolman Peter Loletus, who listens attentively.



Loletus and Herman Boyce (left), who sailed as FWT, discuss minor beefs in the engine department during the trip in from Oregon. Things went along smoothly.



Veteran Headquarters Representative E. B. McAuley (left) listens to William Jordan as they discuss a pertinent point. Brother Jordan holds a FWT's rating.



Homer Gilbert, who sailed in the steward department, enjoys coffee while waiting for pay-off.



Patrolman Pete Loletus (center) discusses voyage with Homer Gilbert (left) and Jerry Elegam.



Jefferson Buchanan turns out a batch of biscuits for lunch. He has sailed with SIU since 1963.



Patrolmen Loletus and E. B. McAuley talk with Jim Talbert, messman, as Bliss Dawson listens. At rear, AB Eldon Winslow is engrossed in latest issue of LOG.

Insure Free Emergency Care, Public Health Service Urges

WASHINGTON—Although most Seafarers have copies of its booklet, Medical Care for Seamen, the U.S. Public Health Service has noted in several recent cases that the families of Seafarers are often not aware of the proper steps to be taken in the event of sudden illness or injury where a USPHS facility is not available and emergency treatment is required.

Since this is especially true for families of Seafarers who do not live in port areas, the Public Health Service last week issued a reminder on the procedure necessary in the event of such emergencies.

The Public Health Service will, it pointed out, assume the cost of emergency medical care obtained from other sources only under the following circumstances:

- When a seaman is too ill or badly injured to travel to a Public Health Service facility, the seaman or someone acting in his behalf should request authorization from the nearest Public Health Service Hospital, outpatient clinic or outpatient office. When the Public Health Service is satisfied that the seaman is eligible and that his condition is a true emergency, it will grant authority for the requested care.

- Request for authorization must be made immediately when the seaman seeks treatment. This is important. Use of telephone or telegraph facilities provide the most prompt consideration of the request. No consideration can be given to requests received after discharge from the hospital.

This information, along with a listing of Public Health Service hospitals and clinics, is contained in the booklet, Medical Care for Seamen. It is suggested that Seafarers determine which Public Health Service facilities are nearest their homes and give the address to their families—along with instructions that they should contact the facility immediately should he ever be hospitalized or need emergency hospitalization in a non-Public Health Service facility.

Copies of the booklet are available at any SIU hall or from the nearest Public Health Service facility.

SIU Company Will Convert C-4 Troopship

BALTIMORE—The World War II troopship General A. W. Brewster will be converted into a container vessel at Bethlehem Steel Corporation's Key Highway yard here for the SIU-contracted Sea-Land Service, Inc. the company announced recently.

Towed here this month from the West coast, the C-4 troopship was recently acquired by Sea-Land from the Federal reserve fleet. The estimated value of the contract is between \$5 and \$6 millions and the work required to convert the 523-foot vessel is expected to take about six months. The complete mid-ship section of the Brewster will be stripped and converted into spaces for container storage.

When completed, the Brewster will be renamed the Philadelphia and be able to carry 360 boxes of Sea-Land's preferred 35-foot length.

Other major work to be performed will include the installation of a new, stream-lined stack, construction of new, air-conditioned quarters for the crew, removal of existing cargo-handling gear and replacement of the existing concrete ballast with 4,800 tons of drilling mud ballast.

AFL-CIO Demands Benefits For Heart Disease Patients

CHICAGO—Justice to workers requires that heart disease be compensable under state workmen's compensation laws, an AFL-CIO spokesman told an American Heart Association meeting here recently.

James R. O'Brien, assistant director of the AFL-CIO Department of Social Security, spoke on the subject at the invitation of the AHA's conference on stress, strain and heart disease.

He voiced the AFL-CIO's "distress" at what appears to be "a calculated effort by special interest groups to eliminate payment of compensation in the majority of heart cases among workers."

This effort, he pointed out, goes on despite the fact that state legislatures continue to specify heart disease as a compensable injury and courts, lawyers and doctors "support this position."

O'Brien hit out particularly at employers and insurance companies for trying to "raise fear in the public mind" that heart disease coverage will cause companies to refuse to hire workers with a heart disease record.

"An employer does not have to pay a higher premium if he employs persons with heart disease," O'Brien pointed out, "whether these persons have a higher accident rate or not."

Furthermore, he noted, that in calculating the premiums for workmen's compensation coverage, "insurance carriers do not consider whether or not an employer has workers who are afflicted with heart disease."

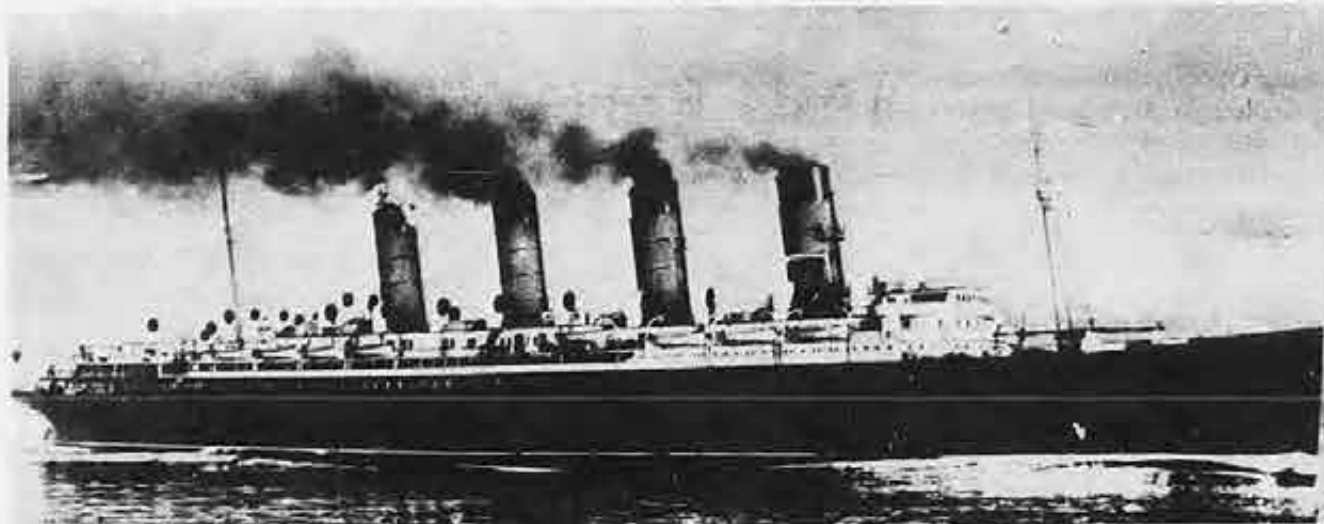
He cited statistics showing that heart disease "is not the problem or menace to workmen's compensation systems" it is alleged to be.

Annual reports of state compensation agencies, though limited in availability, show that in some states less than one-tenth of 1 percent of workmen's compensation cases involve heart disease, O'Brien said.

Even granting that heart disease is increasing, compensability should be decided on whether a worker's occupation contributed to his disease and layoff, O'Brien said.

If heart cases are denied coverage per se, he noted, "there is no rationale for not eliminating" many other chronic diseases which offer difficulties in determining their causal relationship to being off the job.

Lusitania and Andrea Doria Stump Salvage Specialists



The Italian liner Andrea Doria (right) is shown steaming up the Hudson. She later was sunk in the Atlantic just off Nantucket Island, July 26, 1956, after collision with the S. S. Stockholm. Shown above is a broadside view of the Cunard liner Lusitania, sunk off Kinsale, the southeast tip of Ireland.



When torpedoes from German U-boats tore into the passenger ship Lusitania and sent 1198 defenseless persons to their graves in 1915, the German government claimed that the ship was carrying military supplies and that the deadly attack was therefore justified. The American and British governments angrily refuted that accusation, and America moved a step closer to entering World War I.

Soon the full truth may be proven. A 20-man salvage team, under the direction of noted deep-sea diver John Light and a Wellesley Mass., businessman, Roger Hanson, is in the process of culling the truth of the sinking—and a fortune—from the aged hulk.

Bit by bit, the salvors will resurrect parts of the ship from its 315-foot-deep resting place beneath the waves 18 miles off the Irish coast. They do not intend to neglect history. Any shred of evidence could finally resolve the yet-disputed question as to whether or not the Lusitania did make itself the legitimate prey of German warships by carrying munitions.

However, neither do Hanson and Light intend to ignore the practical value of what the Lusitania holds. They will focus their efforts on retrieving copper ingots, presently valued at \$200,000; on gunmetal trim, the primary base of the vessel, valued at \$700,000 when melted down; and on an estimated \$70,000 from the ship's propellers.

In addition, they expect to bring up such items as metal andirons, hardwood furniture which, even after all these years, should be "still in good shape," and 1,000 portholes "which can be converted into attractive coffee tables."

Light, who has been in Ireland since 1959, has already made 37 dives to the Lusitania in preparation for this new venture, and has retrieved many artifacts from the vessel. All these objects were "reasonably clean," he reported, and needed only a slight sandblasting to remove marine growth.

The diving operation will be carried out in bells from a base ship capable of hoisting 17-ton loads, and parts of the Lusitania will be removed with the use of explosives.

Light has also participated in dives to the sunken Italian liner Andrea Doria off Massachusetts' Nantucket Island, and to Spanish galleons off the Florida coast.

Surveying Andrea Doria

The Andrea Doria, which took the lives of 51 persons when it sank after colliding with the Swedish Liner Stockholm in the fog, may soon be the subject of a salvage operation as well as of a movie if Bruno Vailati has his way. Vailati, an Italian television producer-director and amateur oceanographer, plans to make the first major survey of the sunken vessel and record the findings on film to determine the feasibility of a salvage operation. He may prepare the film for television, he said.

Vailati explained that his group, composed of four Italians and one American, will spend two weeks conducting the survey of the 30,000-ton ship which now lies 280 feet beneath the Atlantic Ocean. But he is apparently not interested in the estimated \$6 million which the salvage operations might net him. Regarding it as "blood money," Vailati commented, "I'm not interested in that kind of money."

The \$29-million vessel took down with it an estimated \$1.6 million worth of jewels, \$1 million worth of gold bullion, priceless paintings, \$25,000 worth of vermouth, and—for what it's worth—five tons of provolone cheese. Of all these items, many valuables are believed to be well-preserved in safes and other air-tight storage areas.

As for the paintings on this vessel, which came to be known as a "floating museum of modern art," an underwater salvage expert with the Smithsonian Institute in Washington, D.C., Mendel Peterson, remarked, "I'm willing to go out on a limb and say that there's a good chance of finding paintings and other fragile objects in better condition than the ship's metal."

The main concern for Vailati, however, is that his unique venture will advance the technology of underwater recovery, and will attract financing because "it would be the greatest recovery in history."

The expedition will also determine the feasibility of using sea-labs, such as those developed for the United States Navy, in which workers could live while preparing the hulk for flotation.

Last month yet another 14-man diving team headed by Alan Krasberg of Annapolis, Maryland, was preparing to use its own experimental undersea salvage tank for investigating the salvage possibilities of the Doria. The tank, Early Bird, is 10 feet square by six feet deep and permits two men to live and work for up to a week at a time on the ocean floor. The information derived from this study, Krasberg said, would be offered for sale to a salvage company.

A New Anti-Union Dodge: 'Witchcraft' Won Election

SAN JUAN, Puerto Rico—Add "witchcraft" to the reasons an employer can think up for objecting to an election won by a union.

The regional director for the National Labor Relations Board found the charge so unusual that he made public a "white paper" on witchcraft filed here by General Cigars de Utardo along with objections to a representation election won by the Machinists in the mountain village of Hato Rey.

The cigar firm wants the election set aside. It asked the NLRB to hold hearings into such mysterious goings-on.

For example, the company charged that a female employee who was an IAM leader came to work one morning with a bottle containing a "magic potion which would cast a spell on the employees." The potion, she reportedly said, had been prepared by a remarkable "espiritista" or sorcerer with magical powers. Smelling it or rubbing a bit on the forehead and neck would have the effect of "nullifying the will of the employees" to vote in any other way than for the IAM, the employer charged.

The company cited other unusual happenings: "exactly the minute that the election began, a heavy rain started to fall and the skies turned black;" "some employees felt terribly ill while in the process of voting, but the illness disappeared after they voted;" others reported that "a short time after they left the voting area they just didn't know which way they had voted."

Summing up, the company said the "laboratory conditions" required by the NLRB for a valid election were "completely destroyed" by these occult shenanigans. Attached to its list of objections was a 13-page report on the history and practice of witchcraft in Latin lands.

The Machinists members greeted a reading of the charges "with great hilarity and derision." They told the NLRB they won fair and square.

Not once, said IAM Representative Juan Maldonado, did he ride a broom from San Juan to Hato Rey. He always drove a Ford, he claimed.

Labor Education is 'Powerful' Tool Of Freedom, AIFLD Graduates Told

FRONT ROYAL, Va.—Labor education can become a "powerful instrument" for strengthening free trade unions and free economies, AFL-CIO Vice President James A. Suffridge told a graduating class of the American Institute for Free Labor Development last month.

He spoke as AIFLD's training center here to 26 representatives of unions in Caribbean countries and Brazil who received certificates as graduates of a two-month advanced teacher education course.

The class, the 23rd to take the course, studied teaching methods, communications and planning involved in setting up labor education programs.

Suffridge, who is a member of AIFLD's board of trustees, expressed confidence that the knowledge gained by the students "will be invaluable to you when you return home to put what you have learned into practice."

The most important objective of a union education program "is the training of competent union leaders," Suffridge said. A second purpose, he added, is to give workers an understanding of the labor movement.

But beyond those objectives and others, he emphasized, trade union education "is a practical and powerful instrument designed to assist in bringing about the immediate and long range objectives of free labor."

Used "wisely and responsibly," Suffridge said, trade union education can become a means of supporting and preserving democracy, as well as helping to strengthen it.

In the past decade, he continued, the expansion of such education has been "a major contributing factor to the overall growth of free labor in the Americas."

Only as this growth continues and labor, in turn, bolsters democracy, "can unions best serve to also guarantee economic progress, industrial development and improved living standards," Suffridge concluded.

Twelve Additional Seafarers Join Ever Growing SIU Pension List

The names of twelve more Seafarers have been added to the list of those men collecting an SIU pension after completing their seagoing careers. The latest additions to the roster are: Carl Hudgins, Adolph Mauriello, Karl Treimann, Aneus Olson, Robert Phifer, Edward Lamb, Estal Potts, Thomas Thompson, Earl Haskins, Hugh Williams, Stanley Matthews and Robert Pinnock.

Carl Hudgins last sailed for the Pennsylvania Rail Road. He joined the Union in the Port of Norfolk. A native of Mathews County, Virginia, Carl makes his home in Norfolk with his wife, Doris.

Adolph Mauriello sailed as a deckhand. Employed by the Baltimore and Ohio Rail Road, he joined the Union in the Port of New York, his native city, and lives in Staten Island, with his wife, Elvira.



Hudgins Mauriello

Karl Treimann is a native of Estonia who now lives in Yonkers, New York. He sailed as pumpman and joined the SIU in New York. A Seafarer for over 25 years, his last ship was the Manhattan.

Aneus Olson joined the Union in New York. He lives in Ridgefield, N.J., with his wife, Ingrid. Brother Olson was born in Sweden and sailed in the deck department. He was last employed by the Pennsylvania Rail Road.



Treimann Olson

Robert Phifer sailed as steward. He joined the Union in New York. A native of Texas, he lives in Brenham, Texas, with his wife, June. His last ship was the Alcoa Pioneer.

Edward Lamb also sailed as steward. He joined the Union in New York City and his last ship was the Marymar. A native of Philadelphia, he still makes his home in that city. Brother Lamb served in the Army during World War II.



Phifer Lamb

Estal Potts sailed as cook and steward. He joined the Union in New York. Born in Kansas, Brother Potts now lives in San Francisco. His last vessel was the American Pride. He served in the Army during World War II.

Robert Pinnock held a Captain's rating and was employed by



Potts Pinnock Thompson Haskins

the Chester-Bridgeport Ferry Company. A native of Brooklyn, he lives in Crum Lynne, Pennsylvania with his wife, Ethel. Brother Pinnock joined the SIU in Philadelphia.

Thomas Thompson sailed as cook and joined the Union in the Port of New York. He was born in New York and resides in Staten Island. Brother Thompson last shipped on the Hastings. He served in the Army from 1942 to 1946.

Earl Haskins had an AB's rating and joined the Union in New York. A native of Massachusetts, Brother Haskins makes his home in Monument Beach, Mass. His last ship was the Yorkmar.

Hugh Williams sailed for over 40 years and also joined the SIU in New York. A native of New Mexico, he now lives in New York. He holds a deck engineer

and pumpman's rating and last shipped on the Fort Hoskins. He has done frequent picket duty during SIU beefs.

Stanley Matthews sailed in the deck department and joined the Union in Philadelphia. He makes his home in Gloucester, N.J., with his wife, Theresa. A native of Poland, he was employed by the Taylor and Anderson Towing Company at the time of his retirement.



Williams Matthews

Tests Prove Plastic Shield Effective Shark Deterrent

A simple black plastic bag may be the answer to man's long-time search for a device to foil attacks by sharks against human beings.

The latest "shark shield," invented by Dr. C. Scott Johnson of the Naval Ordnance Test Station's Marine Biology Facility at Point Magu, Calif., has been successfully tested in the Atlantic and Pacific Oceans and the Red Sea, and may in the future be carried on each vessel for use in the event the crew or passengers must abandon ship.

Each life preserver will contain one of the shields in a small packet. When a survivor opens it the unfolded plastic bag will be five feet long and about three feet wide. The user must fill it with water and then get into it. Next, he must orally inflate three rows of airfloatation chambers at the top of the bag.

The black bag conceals the potential victim from the shark, keeps shark-attracting scents safely inside and prevents the sight of dangling arms and legs, which appears to draw prowling sharks.

In the initial tests in Hawaii two gray sharks—one six feet, the other seven feet long—were starved for two months. Two bags were anchored and pieces of fish were thrown near the bags. As observers watched from an overhead tower, the sharks gulped down the fish, while seemingly avoiding the plastic bags, though brushing and damaging them at times.

Results of the tests have convinced the inventor and observers

that a strong plasticized bag was "far superior" to chemical repellents or any electrical devices. Dr. Johnson said the tests showed that the bag also keeps the user warm by conserving body heat.

The United States Government has made additional tests of the shark shield in Hawaii, Eniwetok and the Bahamas.

Since 1943, a repellent, containing copper acetate and nigrosine dye, has been used in cases where ships have been abandoned. The copper acetate decomposes chemically in the sea water to form acetic acid—believed repugnant to sharks—while the dye forms a cloud to hide a man. In 1958 a Government panel conducted tests on chemicals used against sharks and discovered the dye was more effective than the acetic acid.

That clue led Dr. Johnson to develop the black plastic bag concept of a shark "repellent."

The famed oceanographer, Jacques Cousteau, also experimented with the plastic bag in shark-infested Red Sea waters and showed the test over a nationally-televised program last winter. Several of his men, including his son, drifted in the bags near sharks but none of the beasts showed any desire to attack.

Cousteau later termed the shield the first really effective anti-shark device.

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From the Ships at Sea

Deck delegate **Bill Jester** reports from the **Mount Washington** (Mount Washington Tankers) that the ship crewed-up in Honolulu after Seafarers arrived by plane from San Francisco and Houston. Following a Coast Guard inspection, the vessel headed first for a stop at Singapore and then sailed on for Bahrain, Jester reported. "Our bosun had to leave the ship and **Chris Christiansen** is now acting bosun and doing a fine job of it," Brother Jester wrote. The steward department is "out of this world. I have over thirty years at sea, both in the service and merchant marine, and I have been on some real good feeders before, but never one as fine as this," Jester declares. "Steward **Robert Ferrandiz**, Chief Cook **Richard Hunt** and **Rosindo Mora** and **Wayne Carpenter**, second and third cooks respectively, are all outstanding. One would think he was sitting at a table in the best hotel." Meeting Chairman **Steve Krakovich** reports that **W. Gregory** was elected ship's delegate. The men are looking forward to the next port of call, Yokosuka.



Mora

Meeting Secretary **W. H. Simmons** reports from the **Yellowstone** (Oriental Exporters) that some disputed overtime was reported in the engine department. Ship's delegate **J. W. Wood** stated that "it was a fine voyage with good seamen and no logs or beefs." A vote of thanks was given to the steward department for a job well done, writes **Paul Arthofer**, meeting chairman. It was requested that larger clothes lockers be installed in the rooms. The crew was thanked by the steward for "their fine co-operation in all matters." All LOGS and mail are being received regularly and the vessel is due to pay-off in Stockton, Calif.



Simmons

Cleveland Walker, meeting chairman on the **Citadel Victory** (Waterman) reports that all repairs have been taken care of and department delegates reported no beefs or disputed overtime. The ship is on the Vietnam run. Several Seafarers "have been ill with Asian flu and will receive complete checkups when the ship arrives shortly in Long Beach," Meeting Secretary **Esco Satchfield** writes.



Walker

Meeting Chairman **Ralph Fitzpatrick** reports from the **Cosmos Trader** (Cosmos Navigation) that the crew gave "a vote of thanks and our sincere appreciation to our Master for his opening the swimming pool for the crewmen." The treasury contains \$1.40 and a motion was made that each Seafarer contribute \$1 to fatten it up, with the money to be



Post

collected by department delegates. Meeting Secretary **Leslie Ratzlaff** reports that out-going ship's delegate **Fitzpatrick** received a vote of thanks for a job well done and **Donald Paccio** was elected to replace him. **James Myers** and **Frank Post** suggested that "new water fountains be placed on board and at strategic positions, due to the house being so large."

A. J. Martinelli, meeting chairman on the **Houston** (Sea-Land), wrote that a discussion was held on several needed repairs and that a list will be made up before arrival in Port Elizabeth. Ship's delegate **R. Ferebee** told the Seafarers that he asked the chief mate if more notice could be given than the present 24 hours, for the convenience of any man who might be discharged. Meeting Secretary **Guy Walter** reports some disputed overtime in the engine and deck departments. The steward department received a vote of thanks for the fine chow.



Ferebee

Leroy Williams, 55: A heart ailment claimed the life of Brother Williams on October 12 at his home in Roosevelt, L. I., New York. A native of the Virgin Islands, he joined the Union in the Port of New York. He sailed for 25 years and his last vessel was the Gateway City. Brother Williams held a chief steward's rating. Surviving is his widow, Annie. The body was cremated following services in Middle Village, N. Y.



Williams

Martin Laas, 52: Brother Laas died October 1, at USPHS Hospital in Staten Island, N.Y. He was a member of the deck department and sailed as AB. A native of Estonia, Laas made his home in Baltimore. Brother Laas sailed for 25 years, and joined the SIU in the Port of Norfolk. His last ship was the Jacksonville. Surviving is a cousin, **Hilja Lihhtsova**, of Estonia. The burial services were held in Greenwood Cemetery, Brooklyn.



Laas

John Mueller, 85: A coronary attack claimed the life of Brother Mueller, October 8, in Baltimore. At the time of death, he was on an SIU pension. Brother Mueller was an active seaman until last year and sailed in the deck department. His last vessel was the **Alcoa Mariner**. A native of Germany, he lived in Baltimore. Mueller joined the Union in the Port of New York. Burial was in Baltimore.



Mueller

Dana Cofty, 18: Brother Cofty died September 22, while sailing aboard the **Monticello Victory**. The vessel was in the Port of Singapore at the time of death. A native of Orange, Texas, Cofty made his home in Houston. He sailed as wiper and joined the Union in 1967 in New Orleans. Brother Cofty had previously sailed on the **Henry** and **Globe Progress**. He is survived by his father, **John Dewey Cofty** of Channelview, Texas. The body was returned to the United States for burial.



Cofty

Henry Stryczek, 44: Brother Stryczek died on October 3, at E. J. Meyer Memorial Hospital in Buffalo, N. Y. He was a native of Dunkirk, New York and lived in that city. A member of the engine department he sailed as fireman and was last employed by the **Gartland Steamship Co.** Brother Stryczek joined the SIU in Detroit. During World War II, he served in the Army. Surviving is a sister, **Mrs. Joan Bruno**, of Dunkirk. Burial was in St. Hyacinth's Cemetery, Dunkirk.



Stryczek

Hemsley Guinier, 61: Heart disease caused the death of Seafarer Guinier, September, 22. At the time of his death, he was on an SIU pension. Brother Guinier joined the Union in 1943 in Baltimore. He was born in the British West Indies and had lived in Brooklyn. His last ship was the **Westfield**. Brother Guinier held the rating of chief cook. The burial services were held in the **Evergreen Cemetery**, Brooklyn. He is survived by a daughter, **Mrs. Mavis Hines**, of Brooklyn.



Guinier

Walter Orr, 60: Brother Orr died on August 25, in San Francisco. He sailed in the steward department as cook and his last vessel was the **Mount Vernon Victory**. Brother Orr was born in Texarkana, Arkansas and made his home in San Francisco. He joined the union in the port of Baltimore. The Seafarer is survived by a cousin, **Mrs. Christine Beyer** of Wilson, Oklahoma. The burial service was held in the **Wilson Hewitt Cemetery**, San Francisco.



Orr

John Price, 41: Brother Price died at his home in Norfolk, on September 3. He joined the union in that city and sailed in the engine department. Brother Price last shipped aboard the **Penn Vanguard**. He was born in Tarboro, North Carolina. Prior to sailing, he had served 11 years in the Army. Brother Price is survived by his widow, **Thelma**. The burial services were held in the **Edgecombe Memorial Park Cemetery**, Tarboro.



Price

Leroy Williams, 55: A heart ailment claimed the life of Brother Williams on October 12 at his home in Roosevelt, L. I., New York. A native of the Virgin Islands, he joined the Union in the Port of New York. He sailed for 25 years and his last vessel was the Gateway City. Brother Williams held a chief steward's rating. Surviving is his widow, Annie. The body was cremated following services in Middle Village, N. Y.



Williams

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DIGEST of SIU SHIP MEETINGS

SEATRAN SAVANNAH (Hudson Waterways), September 27—Chairman, **W. R. Geis**; Secretary, **George Luke**. Brother **George Luke** was elected to serve as ship's delegate. No beefs and no disputed OT. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

COMMANDER (Marine Carriers), October 24—Chairman, **G. W. Bouden**; Secretary, **S. T. Arales**. Brother **Julian R. Wilson** was elected to serve as ship's delegate. Discussion held regarding retirement plan. No beefs were reported by department delegates.

TRANS-PACIFIC (Hudson Waterways), October 20—Chairman, **G. Steele**; Secretary, **L. Hansen**. No beefs were reported. Everything is running smoothly.

ALBION VICTORY (Bulk Transport), October 20—Chairman, **None**; Secretary, **Charley Hippard**. One man missed ship in Da Nang. Disputed OT in engine and steward department. Vote of thanks to the steward department for a job well done.

COSMOS TRADER (Cosmos Navigation), September 9—Chairman, **Ralph Fitzpatrick**; Secretary, **Leslie B. Ratzlaff**. \$1.40 in ship's fund. Brother **Donald W. Paccio** was elected to serve as new ship's delegate. Vote of thanks was extended to Brother Fitzpatrick, former ship's delegate, for a job well done. Motion was made to have new water fountains placed on board. Vote of thanks to the steward department for a job well done. Crew expressed their thanks to the Master for opening the swimming pool.

MIDLAKE (American Bulk Carriers), October 9—Chairman, **Alvin Demoran**; Secretary, **Robert F. Mason**. One man missed ship in Bombay due to illness.

CORTEZ (Cortez), October 19—Chairman, **Charles H. Behew**; Secretary, **Eddie Terzal**. Disputed OT in engine department to be taken up with patrolman. Long discussion held regarding water beef.

Outward Bound



Leo Feher picks up his shipping card from secretary Miss Naki in the SIU's Yokohama hall, while his wife looks on. Feher took an FWT's job on the **Enid Victory**, leaving from port of Sasebo.

WRITE TO THE LOG

Recuperating Seafarer Collins Royally Cared for by Britons

Seafarer Clarence Collins has recently been enjoying some typical English hospitality while recuperating from an illness in Ipswich, Suffolk, England. Brother Collins, who has sailed with the SIU since its beginning, was steward aboard the Newark when he became ill.

"I had to be put off the vessel in Felixstowe, England," Collins wrote the LOG. "I was taken from there by car to St. Helen's Hospital in Ipswich. This is a beautiful, typical old English town."

After tests and X-Rays, it was learned that Collins was suffering from an infection in his bronchial tract. While resting in the Charlotte Green Ward of the hospital, the Seafarer has been greatly impressed, not only with the care, but with the friendliness of the English people and the high regard in which seamen are held by them.

"The doctors and nurses and entire staff are very nice to me and I don't think anything more could possibly have been done for me," Collins reported. "I can truly say

I am getting very good treatment. I have the distinction of being the first American seaman admitted to this hospital and they are really going all-out to make my stay comfortable."

Brother Collins says he has also been treated somewhat as a celebrity. "I had the honor to be visited by the Honorable Stanley Nunn and his wife. Nunn is Mayor of Ipswich. I was also visited by A. N. Kinworthy, head of the British Sailor's Society. Kinworthy saw to it that I was kept well supplied with magazines and he purchased various toilet articles in town for me. I don't think I've ever met a nicer man than him."

The 30-year SIU veteran has been progressing rapidly and expects that he would be released, fully cured, shortly. "Everyone here calls me their Yankee Doodle Dandy," Collins concluded. The 62-year-old Seafarer joined the SIU in Mobile in 1938. Now a resident of New York, he was born in New Orleans.



Collins

Seafarer-Marine Wins Bronze Star For Heroic Encounter With VC

While the majority of Seafarers are making their contribution to the war effort in Southeast Asia by volunteering for the Vietnam sealift, Winston Johnson, Jr., has made his by serving in the Marines and was recently awarded the Bronze Star for his heroism during an engagement with the Communist Viet Cong last February. Johnson made two trips with the SIU as a wiper prior to his military tour and is the son of



Johnson, Jr. Johnson, Sr.

veteran Seafarer Winston Johnson.

Young Johnson enlisted in the Marine Corps during November of 1966 for a four-year hitch. Currently holding the rank of Lance Corporal, he is attached to Headquarters Battery, First Battalion, Eleventh Marines, First Marine Division. While recently home on leave, he told the LOG about the action that won him his medal in a telephone interview from the SIU hall in Duluth.

"It was February 7 and the Tet Offensive was going on," he recalled. "The time was 3 p.m. and we were in a Marine convoy of 26 vehicles and 75 men. The column was outside the city of Hue when we were attacked by what was later found to have been a reinforced Viet Cong battalion of some 700 men."

Surprise Attack

Although the Marines expected trouble and knew they were in a heavily fortified Viet Cong area, the attack came as a surprise at that particular time, Brother Johnson related. He was one of three radio operators in the convoy and the other two were hit almost immediately.

Now an even more vital key man in the battle, the ex-Seafarer was faced with the necessity of getting word back to the main force of Marines to tell them of the convoy's desperate situation.

Since he had no map, young

Johnson had to describe the area as best he could while requesting helicopter and jet fighter support. Eventually, two helicopters arrived on the scene and began firing at the VC. Enemy fire struck one of the helicopters and the pilot was seriously wounded, later losing a leg. Action was heavy, with fierce sniper attack and automatic weapons fire and the battle lasted some three hours, Johnson reported.

Heavy Casualties

Only 26 of the Marines made it without a scratch, according to Johnson, with the remainder either injured and unable to fight or mortally wounded. Johnson himself received a wound. Because a radio operator is a key man, Brother Johnson was the object of heavy fire from Viet Cong snipers. It was for remaining at his position in the face of heavy fire and calling for help that he was awarded his medal, the young Marine said.

Brother Johnson said that the VC have a favorite trick in many of their encounters with Marine and Army units. "They try to overwhelm the Americans by throwing 500 men against 200 or 1,000 against 100 and inflict as many casualties as possible." Then, when they think or know that help is on the way, they break off fighting and hide in the jungles. Fighting usually stops very abruptly.

Although he has another Vietnam tour coming up and will not be discharged for two years, Brother Johnson expects to continue to sail with the SIU after his release. He sailed as a wiper on the Great Lakes vessels Joe Morrow and James E. Ferris.

Johnson is 20 years old and joined the SIU in Duluth in 1965. He makes his home in Superior, Wisconsin.

His father, Winston, Sr., sails both deep sea and the Great Lakes and is currently an oiler on the La Liberte. A native of Buffalo, Minnesota, he joined the SIU in New York in 1960 and is a veteran of the Navy.

Visited Son

Although he has never sailed with his son, Johnson looks forward to that opportunity. "I made a trip to Vietnam on the Seatrains Washington and visited with Winston while the ship was in Vung Tau," he said. "We were hit by some small arms fire while tied up there. It shook us up a bit but there were no injuries." When his laces job is over, Johnson said, he "will grab a Hudson Waterways or Seatrains ship and head for Vietnam again. I would like to ship there as much as possible."

Johnson had a great deal of praise for the efforts the Army makes in getting relatives together. The Army Information Office is a big help and they are very free with the use of the phones or whatever aid is necessary, he said. Brother Johnson and his wife, Dorothy, have five daughters in addition to their son and live in Superior.

Money Due

Unclaimed wages are being held for the following Seafarers by Moore-McCormack for the period of February 1 to July 31, 1968.

Allen Lee Matson; F. Morgiello; Clifford J. Leahy; Julio G. Rivera; Julio Hernandez; R. A. Lazarony; Gary Robert Dow; Stephen May; William Sladko; Patrick C. White; Arthur T. Fennell; C. H. Brinkley; James D. Harris; Daniel Canton; Raymond M. Hill; Charles R. Wright; Ralph F. Rumley; Robert J. Blackstock; Wilson Fontenor; R. H. Lesuer and J. L. Grimes.

Seafarers listed may claim their money at the company's office at 2 Broadway, New York, N.Y. 10004

SIU ARRIVALS

Frederick Otto, born August 30, 1968, to Seafarer and Mrs. Frederick E. Otto, Arcadia, Texas.

James P. Borel, born September 8, 1968, to Seafarer and Mrs. Carroll J. Borel, Houston, Texas.

Cheryl J. Johnson, born September 28, 1968, to Seafarer and Mrs. Archie J. Johnson, Duluth, Minn.

Adrian Michael Robere, born September 30, 1968, to Seafarer and Mrs. Dennis D. Robere, Manistique, Mich.

Lisa Murray, born September 30, 1968, to Seafarer and Mrs. John B. Murray, Brooklyn, N.Y.

Harvey Lee Haley II, born August 6, 1968, to Seafarer and Mrs. Harvey L. Haley, Westwego, La.

Lisa Palmes, born September 17, 1968, to Seafarer and Mrs. Antonio S. Palmes, Jr., Baltimore, Md.

Lara Ann Mottrem, born September 5, 1968, to Seafarer and Mrs. Richard P. Mottrem, Houston, Texas.

Joseph Alvin Reynolds, born July 10, 1968, to Seafarer and Mrs. Henry B. Reynolds, Port Neches, Texas.

Keith Yessner, born August 14, 1968, to Seafarer and Mrs. Roger Yessner, Brooklyn, N.Y.

Connie Lee Branch, born June 18, 1968, to Seafarer and Mrs. Nathan R. Branch, Galveston, Texas.

John Hickox, born July 1, 1968, to Seafarer and Mrs. Charles Hickox, Folkston, Ga.

Monique Linnette, born April 11, 1968, to Seafarer and Mrs. Wayne Linnette, Norfolk, Va.

Gerald Glenn Broxson, born September 5, 1968, to Seafarer and Mrs. Lowell T. Broxson, Vidor, Texas.

Roderick Harold Person, born September 27, 1968, to Seafarer and Mrs. Harold W. Person, Alpena, Mich.

David Arthur Beauchamp, born September 23, 1968, to Seafarer and Mrs. Arthur Beauchamp, Alpena, Mich.

Melissa Lopez, born September 18, 1968, to Seafarer and Mrs. Andrew Lopez, Houston, Texas.

Gregory Carroll, born August 8, 1968, to Seafarer and Mrs. Murphy J. Carroll, Mobile, Ala.

Tamara Bonefont, born August 22, 1968, to Seafarer and Mrs. Rafael Bonefont, Brooklyn, N.Y.

Charmain Colby, born August 9, 1968, to Seafarer and Mrs. Raymond M. Colby, Maple, Wisconsin.

Denisi Elizabeth Fike, born July 22, 1968, to Seafarer and Mrs. Edward G. Fike, Parma, Ohio.

Venessa Powell, born September 9, 1968, to Seafarer and Mrs. Robert L. Powell, Mannington, West Virginia.

William E. Cunningham, Jr., born August 2, 1968, to Seafarer and Mrs. William E. Cunningham, Battletown, Kentucky.

Michael David Simmons, born March 9, 1968, to Seafarer and Mrs. Edwin R. Simmons, Gretna, La.

Michele Allen, born August 11, 1968, to Seafarer and Mrs. Michael A. Allen, Union City, Calif.

Chanel Locklear, born August 31, 1968, to Seafarer and Mrs. Maurice V. Locklear, Baltimore, Md.

Stacy Baxter, born August 15, 1968, to Seafarer and Mrs. Burton O. Baxter, Nederland, Texas.

Safety Drill on the Warrior



Emergency squad of the Warrior is assembled on the deck, fully equipped to deal with any safety problems that might arise. In rear (l-r) are: Wayne Waldo, ch. mate; Alberto Santiago, AB; George Renister, AB; Tadeusz Chilinski, bosun; Sylvester Furtado, AB and Floyd Taylor, FWT. Kneeling: Jose Castell, oiler; and Sigifredo Ferrer, utility. Ship just returned from Puerto Rican trip.

Skillful Needlework Is Living Art For SIU Pensioner George Flood

George Flood, a former member of the steward department who is now on an SIU pension, is one of the few Seafarers versed in the old sailor's art of sewing. He applies this almost lost art of the sea to his hobby of "advanced needle art" and showed some of his intricate work during a recent visit to SIU headquarters in New York.

"I work on black velvet with wool and thread," he explained. "The needle has several holes and you raise and lower the stitches as you work along. All that's required is patience and good eyesight. Anyone can do this," Brother Flood declares. The 64-year-old Seafarer said he would be happy to share his knowledge to anyone who's interested in learning the unique skill.

"In the old days, when ships were still under sail, every seaman knew how to use a sewing needle and in addition, many also knitted," Flood said. "Today, of course, the practical necessity for this skill has vanished, since more modern engine driven freighters and tankers have long since replaced sails. However, you can still find oldtimers who can sew as well as any seamstress."

Learned In Hospital

While laid-up in the USPHS Hospital in Staten Island, New York during 1953 and early 1954, Flood met a fellow patient who was selling his work in needle art. "He taught me the methods he used in creating his pictures and the secrets of things like combing the wool out with a wire brush and so on," the Veteran Seafarer recalled. Flood added that his artist friend was tragically killed in a traffic accident on Thanksgiving day a few years ago.

Flood buys most of his patterns. These are all white and on the back are suggestions as to what colors might be most appropriate for the pictures. Flood however, switches his colors, preferring to impart his own interpretation with whatever colors he likes. Over the years, he has completed so many pictures that he has lost track of the actual total, he says. Also, he



Seafarer George Flood shows some of his skill with a needle and thread at New York hall. Pictures are created on a black velvet background. He learned art while recuperating at USPHS Hospital.

has been able to sell a good many of them, he reported. Some of the materials required make it an expensive hobby, but Flood claims he has found the cost more than worthwhile.

His pictures include such subjects as Indian heads, various kinds of animals, pirate ships, religious subjects, etc. Although he buys many of the patterns, he also has many of his own designs—one in particular of the United States and Puerto Rican flags surrounding an Indian head. "Such pat-

terns cannot be bought," he said.

It normally takes him about a day and a half to two days to create one of the smaller designs and two or three days for a larger picture. The small pictures are 17 inches square and the larger ones are 17 by 36 inches, he said.

Flood, who makes his home in Manhattan, is a native of Hamilton, Bermuda. He joined the SIU in 1945 in the Port of New York. His last ship was the Steel Scientist.

PERSONALS

Anton Kula

Your cousin, Mrs. Barbara Keinast, would like you to contact her at 40-74th Street, North Bergen, N.J., as soon as you can.



Bill Gurnsey

Please contact your sister, Betty Vitelli, at 578 Woodbine Avenue, Toronto, Ontario. Very Urgent in reference to Mother.

Lauri J. Markkanen

Please contact John Markkanen at 240-23 Weller Avenue, Rosedale, N.Y. 11422, as soon as you can.



Douglas Kashner

Please call or write your father or brothers in regard to an urgent matter. The phone number is (617) 295-9414.



Louis Cruz

Please contact your wife, Alice, or Luis Rodriguez at 282 Atlantic Ave., Brooklyn 11201, in regard to an important matter.



Lloyd Beasley

Please contact your mother, Mrs. Nora Beasley, at 604 East 4th Court, Panama City, Florida 32401, as soon as possible.

Holds High Hopes For Separate MARAD

To the Editor:

I was pleased and relieved to read that the Senate has approved the bill to make the Maritime Administration a separate government agency and put it on its own again where it once flourished.

As one who remembers better times in the maritime industry when the agency was independent, not a part of another agency, and put the interests of the industry first, I shuddered to think of what would happen if the Maritime Administration was made a part of an even bigger superagency such as the Department of Transportation.

Under the Commerce Department the maritime industry and its workers have been what amounted to second-class citizens—any attention paid to them almost seemed an afterthought, they were so busy with other things. Imagine where the maritime industry would stand in an agency that concerns itself with every type of transportation and considers maritime all but unnecessary.

In light of some of his ideas for the merchant marine that Secretary of Transportation Alan Boyd was suggesting—foreign ship construction, no nu-

Regardless of the outcome of the election, a concerted drive by big business will be on to eliminate many of the gains enacted by Congress over the years for the protection of the nation's workers.

Even a Democratic election victory will not automatically stop such powerful organizations as the National Association of Manufacturers, U.S. Chamber of Commerce, Reader's Digest, Wall Street Journal and other spokesmen for those who would move the clock back in dealings with the workers of America.

Long after the election, the threat will continue regardless of who wins. The American worker must make sure he continues his fight not only to enact needed progressive legislation, but to make sure those hard-fought gains which have already been won are not overturned by reactionaries.

Sincerely,
John Moss



Seafarer Thanks SIU Welfare Fund

To the Editor:

I wish to thank the Seafarers welfare plan for the quick and efficient way they handled the payments to the doctors and hospital after my wife's recent operation.

Sincerely,
Nevin Ellis
Tampa, Fla.



Deplores Apathy Of Many Doctors

To the Editor:

As a reader of the LOG for several years I want to compliment you on your editorial "Bearing Their Cross" in the September 27 issue. I also appreciated very much the cartoon appearing with it which showed two doctors carrying the symbol of medicine made to look like a gold dollar sign.

While it is true that not all doctors are heartless, I have found it has become harder all the time to find one that you can feel really cares about the patient first. My husband is not a SIU member and we carry our own health insurance. Recently, he had some back trouble which our family physician was unable to relieve, and the doctor sent him to a specialist. The charge for the first visit was \$25 and following visits cost \$15 each. After five visits he stopped going because he couldn't feel any improvement in his condition and felt that only the doctor was gaining from the deal.

It has become almost impossible to get a doctor to the house—you practically have to be on your death-bed first. Even though they charge \$10 for a house visit, they don't want to make them. It seems they make more money quicker in the office and many of them have become too lazy to climb stairs.

Our relatives in England tell us that the medical system over there is much better. They insist that government control has made the medical societies police their members more vigilantly. Maybe that's what they need over here.

Sincerely,
Mrs. Mae Lipscomb

LETTERS To The Editor

clear-powered vessels, no more subsidizing of American-flag vessels—I have little doubt that we would be scuttled in no time if he ever got his hands on MARAD.

The maritime industry has its own special problems and interests, and needs an agency that is thoroughly versed in these interests and problems, and specializes in them, and them alone.

That's why I'm relieved that the independent agency bill has at last won full Congressional approval and only needs the President's signature to become a reality. We all know the President doesn't favor the bill but I hope he, or whoever takes his place, will recognize the will of Congress and the needs of our industry and get maritime into high gear again.

Sincerely,
Erik Granger



Right Wing Foes Threaten NLRB

To the Editor:

Anti-labor elements in big business, encouraged by odds favoring a Republican win at the start of the election campaign have launched a strong drive to wreck the National Labor Relations Board. This, of course, would deprive workers of protection against certain unscrupulous employers who want no part of unions.

Richard Nixon has stated all along that he would appoint a watchdog committee to give him the facts on NLRB decisions. Nixon has referred to "corrective action"—presumably meaning anything pro-labor would need such "correction."

Money Being Held

Income tax refund checks being held for Seafarer listed below, by Jack Lynch Room 201, SUP Building, 450 Harrison Street, San Francisco, California 94105: **Winfred S. Daniel, Leung Oi Ping Lee, Grover Turner and Bobbie E. McMichael** (two refund checks).

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

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

NAME

STREET ADDRESS

CITY STATE ZIP

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

ADDRESS

CITY STATE ZIP

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

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

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

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

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

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

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

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

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

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

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

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

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

OVERSEAS JASON (Maritime Overseas), October 6—Chairman, C. Quinn; Secretary, J. Utz. Brother J. Goldman was elected to serve as ship's delegate. One man missed ship at Long Beach. No beefs were reported by department delegates.

FREE AMERICA (A. L. Burbank), September 29—Chairman, Walter Kuchta; Secretary, William Lovett. Brother Walter Kuchta was elected to serve as ship's delegate. \$10.00 in ship's fund. No beefs were reported by department delegates, and everything is running smoothly.

MT. WASHINGTON (Victory Carriers), October 6—Chairman, Steve Krokovich; Secretary, R. W. Ferrandiz. Brother Willis Gregory was elected to serve as ship's delegate. Some disputed OT in engine department.

ROBIN TRENT (Moore-McCormack), September 29—Chairman, Ray Knoles; Secretary, Otis Parker. Brother John Dunn was elected to serve as ship's delegate. No beefs reported.

ALCOA MARKETFR (Alcoa), October 6—Chairman, E. LaRoda; Secretary, E. Riutta. Brother Joe Crowley was elected to serve as ship's delegate. No disputed OT and no beefs were reported.

MAIDEN CREEK (Sea-Land), October 18—Chairman, N. C. Cain; Secretary, C. J. Nall. Ship's delegate reported that everything is in order, and no beefs were reported.

SEATRIN TEXAS (Hudson Waterways), October 18—Chairman, None; Secretary, E. A. Kirchborn. A few OT beefs in the engine department.

BARRE VICTORY (Delta), September 29—Chairman, L. Hitchner; Secretary, Luke Clamboli. Some disputed OT in deck department. Vote of thanks was extended to the steward department. The steward, R. Nelson, complimented the crew for their cooperation.

WACOSTA (Sea-Land), October 9—Chairman, Andy Pickur; Secretary, Frank Nalicki. Minor beef regarding 8-to-12 watch to be taken up with patrolman.

DIGEST of SIU SHIP MEETINGS

COE VICTORY (Victory Carriers), October 12—Chairman, David H. Ikeet; Secretary, William R. Dickerson. Brother Bob Goodrum was re-elected to serve as ship's delegate. Crew complained about rusty water.

MIDLAKE (American Bulk Carriers), October 9—Chairman, Paul Gaxie; Secretary, Robert P. Mason. Brother Gaxie was elected to serve as ship's delegate. Some disputed OT in deck and engine departments.

DEL ALBA (Delta), October 18—Chairman, William A. Aycock; Secretary, Ralph Collier. Brother James H. Shearar was elected to serve as ship's delegate. Everything is running smoothly. Vote of thanks was extended to the steward department for a job well done.

ROBIN HOOD (Moore-McCormack), October 11—Chairman, Paul Butterworth; Secretary, Aussie Shrimpton. Ship's delegate reported that everything is running smoothly, and he thanked the crew for their cooperation. Some disputed OT in deck department to be straightened out by boarding patrolman. Vote of thanks was extended to the steward department. Particular credit to the galley staff and the work of the chief cook, Brother Edstrom, which was outstanding. Discussion held regarding pension plan.

MISSOURI (Meadowbrook Transport), September 14—Chairman, G. L. White; Secretary, A. L. Dunn. Brother Archie R. Volkerts was re-elected to serve as new ship's delegate. No beefs were reported by department delegates.

HOUSTON (Sea-Land), October 13—Chairman, A. J. Martinelli; Secretary, Guy Walter. Discussion held regarding repairs. Some disputed OT in deck and engine departments. Vote of thanks was extended to the steward department for a job well done.

SEATRIN LOUISIANA (Seatrains), October 13—Chairman, Jack Kennedy; Secretary, Wilson Yarbrough. Discussion held regarding raise in wages and OT, and progress of pension plan. Vote of thanks was extended to the steward department for a job well done.

OVERSEAS EXPLORER (Maritime Overseas), September 29—Chairman, Kenneth Gahagan; Secretary, H. W. Roberts. Brother Albert Willis was elected to serve as ship's delegate. No beefs and no disputed OT reported by department delegates.

SAN JUAN (Sea-Land), October 6—Chairman, T. E. Markham; Secretary, E. A. Olson. \$50.00 in ship's fund. No beefs were reported by department delegates.

PANAMA (Sea-Land), October 12—Chairman, S. L. Martin; Secretary, Bill Stark. No beefs and no disputed OT. Vote of thanks was extended to the steward department for a job well done.

PEARY (Marine Traders), September 29—Chairman, Benny Savant; Secretary, E. Sylvester. Small amount of disputed OT in engine department, otherwise there were no beefs.

UNFAIR TO LABOR DO NOT BUY

- 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)
- Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk," "Cabin Still," W. L. Weller Bourbon whiskeys
(Distillery Workers)
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest, Statler
Men's Shoes . . .
Jarman, Johnson & Murphy, Crestworth,
(Boot and Shoe Workers' Union)
- Boren Clay Products Co.
(United Brick and Clay Workers)
- "HIS" brand men's clothes
Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman
(Amalgamated Clothing Workers of America)
- Jamestown Sterling Corp.
(United Furniture Workers)
- Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers of America)

- Baltimore Luggage Co.
Lady Baltimore, Annelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods, Plastics and Novelty Workers Union)
- White Furniture Co.
(United Furniture Workers of America)
- Gypsum Wallboard, American Gypsum Co.
(United Cement Lime and Gypsum Workers International)
- R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes
(Tobacco Workers International Union)
- Comet Rice Mills Co. products
(International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
- Pioneer Flour Mill
(United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)
- Giumarra Grapes
(United Farm Workers)
- Magic Chef Pan Pacific Division
(Stove, Furnace and Allied Appliance Workers International Union)
- Tennessee Packers
Reelfoot Packing
Frosty Morn
Valleydale Packers
(Amalgamated Meat Cutters and Butcher Workmen of North America)

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans . . . Nov. 12—2:30 p.m.
 - Mobile Nov. 13—2:30 p.m.
 - Wilmington . . . Nov. 18—2:00 p.m.
 - San Francisco . . Nov. 20—2:00 p.m.
 - Seattle Nov. 22—2:00 p.m.
 - New York Nov. 4—2:30 p.m.
 - Philadelphia . . . Nov. 5—2:30 p.m.
 - Baltimore Nov. 6—2:30 p.m.
 - Detroit Nov. 8—2:30 p.m.
 - Houston Nov. 11—2:30 p.m.
- United Industrial Workers**
- New Orleans . . . Nov. 12—7:00 p.m.
 - Mobile Nov. 13—7:00 p.m.
 - New York Nov. 4—7:00 p.m.
 - Philadelphia . . . Nov. 5—7:00 p.m.
 - Baltimore Nov. 6—7:00 p.m.
 - Houston Nov. 11—7:00 p.m.
- Great Lakes SIU Meetings**
- Detroit Nov. 4—2:00 p.m.
 - Alpena Nov. 4—7:00 p.m.
 - Buffalo Nov. 4—7:00 p.m.
 - Chicago Nov. 4—7:00 p.m.
 - Duluth Nov. 4—7:00 p.m.
 - Frankfort Nov. 4—7:00 p.m.
- Great Lakes Tug and Dredge Region**
- Chicago Nov. 12—7:30 p.m.
 - † Sault St. Marie Nov. 14—7:30 p.m.
 - Buffalo Nov. 13—7:30 p.m.
 - Duluth Nov. 15—7:30 p.m.
 - Cleveland Nov. 15—7:30 p.m.
 - Toledo Nov. 15—7:30 p.m.
 - Detroit Nov. 11—7:30 p.m.
 - Milwaukee Nov. 11—7:30 p.m.
- SIU Inland Boatmen's Union**
- New Orleans . . . Nov. 12—5:00 p.m.
 - Mobile Nov. 13—5:00 p.m.
 - Philadelphia . . . Nov. 5—5:00 p.m.
 - Baltimore (licensed and unlicensed) Nov. 6—5:00 p.m.
 - Norfolk Nov. 7—5:00 p.m.
 - Houston Nov. 11—5:00 p.m.
- Railway Marine Region**
- Philadelphia . . . Nov. 12—10 a.m. & 8 p.m.
 - Baltimore Nov. 13—10 a.m. & 8 p.m.
 - *Norfolk Nov. 14—10 a.m. & 8 p.m.
 - Jersey City Nov. 11—10 a.m. & 8 p.m.
- † Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, New-Port News.
‡ Meeting held at Galveston wharves.

DIRECTORY of UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers**
- PRESIDENT**
Paul Hall
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30 YEARS OF PROGRESS

AS THE 30th ANNIVERSARY of the SIUNA is celebrated this month, Seafarers can take justifiable pride in their accomplishments toward building a strong, effective Union. It never was an easy road. Seafarers had to struggle hard, often bitterly, for every inch of progress.

Out of that struggle has come the Union hiring hall, the SIU Pension and Welfare plans, paid vacations, hospital and surgical benefits, and upgrading programs.

These gains stemmed from the founding of the Seafarers International Union of North America when the American Federation of Labor issued a charter during its October, 1938 convention to the late Harry Lundeberg, secretary treasurer of the Sailors Union of the Pacific, for the formation of a new coast-to-coast seamen's union. On November 1, 1938, Lundeberg, the first president of SIUNA, issued two charters forming separate Atlantic and Gulf Districts of the Union which merged in 1941 and led to the Present SIU Atlantic, Gulf, Lakes and Inland Waters District structure which was adopted by Seafarers in 1960.

Those days before the advent of the union can never be forgotten by the men who lived them. In the days before 1938 jobs were given to favorites or bought and sold through "agents." Life aboard ship was an inhuman existence. The master was undisputed "boss." He practically owned the men who sailed under him, punished them as it pleased his fancy, forced them to work hard for endless hours, seven days a week. Three four-

hour shifts were normal and overtime was unheard of.

Food was slop, quarters were rat-infested. Everyday items like soap and matches—even a mattress—had to be provided by the Seafarer himself. As for reading material. It didn't exist—nor did the leisure time for reading or other relaxing pursuits which have become common on ship-board today.

Out of this degradation and misery came the struggles against abuse and tyranny which stretched over some 75 years during which seamen were beaten, shot, mistreated. There were strikes during which the shipping operators attempted to crush the Union by use of strikebreakers and breaking up picket lines through bloody violence. Through all of this, the government was on the side of the owners and provided aid and comfort to them. There was also the bitter battle against Communist attempts to dominate the new unions.

Out of the ranks of the seafaring men themselves came the leaders who envisioned a better future and guided the Union through its formative years.

It was Andrew Furuseth, a Norwegian by birth, who dedicated himself to the task of getting the Seamen's Act of 1915 made into law. For the first time, the elemental rights of seamen were spelled out—organization of seamen became possible under the Act and the building of a strong Union progressed.

Furuseth became secretary of the Pacific Coast

Seamen's Union in 1887 and, shortly thereafter, secured the amalgamation of the Coast Seamen's Union and the Steamship Sailors of the Pacific into the Sailors' Union of the Pacific, with himself at the helm.

The SUP was the forerunner of today's maritime organization. With it came the progressive struggles to forge a better life for merchant seamen in America.

A serious setback came in 1921 when the ship-owners, backed by the government and using thousands of strikebreakers in a ruthless and massive effort, temporarily crushed the Union.

After ten years of efforts to rebuild, new leadership arose which fought back successfully. Harry Lundeberg, the successor to Furuseth as head of the SUP after his death in 1938, led the West Coast sailors through the bitter strikes of 1934 and 1936—intense struggles which re-established the Union and laid the basis for further growth and the birth in 1938 of the SIUNA.

There remain problems to be solved today and there always will be problems as long as there is progress to be made. Among them are run-away-flag ships, technological advances which threaten jobs, the failure of government to recognize the importance of a modern, strong American merchant marine and others. But today the Seafarer can cope with these problems—sure of the strength of his Union and confident of ultimate victory which comes from working together for a better Union.