

Vol. XXX
No. 26

SEAFARERS LOG



December 20,
1968

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



Season's Greetings

Total U.S. Fishing Catch Declines As World Figures Reach New High

WASHINGTON—World fishing set significant records in 1967, but the United States, with a catch of 2.4 million tons, remained in fifth place for the second straight year. According to a report issued by the Food and Agriculture Organization of the United Nations, the U.S. catch was down 100,000 tons from the 2.5 million tons caught in 1966. In fact, the 1966 catch was this country's lowest since 1962.

FAO's Yearbook of Fishery Statistics, "Catches and Landings, 1967," estimates the total annual world catch for the calendar year 1967 at 60.5 million metric tons, a 5.5 percent increase over the 1966 figure of 57.3 million tons. This amount includes millions of tons of fish caught in inland waters, including salmon, eels and other migratory fish species.

The total catch was almost twice that of 1957 (31.5 million tons), and more than three times the catch of 1948 (19.6 million tons). All information in the Yearbook is based on data furnished by governments.

Peru, already the world's leading fishing nation, caught 10.1 million tons, up from 8.8 million tons the previous year. Almost all of the Peruvian catch consisted of anchoveta taken for reduction into fishmeal.

Japan was second with 7.8 million tons, compared with 7.1 million in 1966. The Soviet Union followed with 5.8 million as against 5.3 million the previous year. (No 1967 information was available on Mainland China, which in 1960 was estimated to have caught 5.8 million tons of fish; the Yearbook retains this figure as a part of the world total, but does not include Mainland China in its rankings.) Norway ranked fourth, with 3.2 million tons.

Canada, ranked ninth in 1967, also showed a drop in her 1967 catch of 1,289,800 tons. In 1966 Canada caught 1,346,000 tons.

Six other nations reported catches of more than a million tons: South Africa, 1.6 million tons; Spain, 1.43 million; India, 1.4 million; Denmark, 1.07 million; Chile, 1.05 million; United Kingdom, one million. Indonesia did not report data for 1967, but it reported 1.2 million tons in 1966.

Iceland, which caught 1.2 million tons in 1966, was down to 896,000 in 1967. On the other hand, Denmark broke the million-ton mark for the first time, up from 850,000 tons the previous year.

Total Now Stands at 294

Six Additional Licensed Engineers Produced By SIU's Upgrading School

Six more Seafarers have received their engineer's licenses after attending the School of Marine Engineering sponsored jointly by the SIU and District 2 of the MEBA. This brings to 294 the number of men who have passed Coast Guard examinations for an engineer's license following successful completion of the course offered by the school. All of the men in the latest group are new third assistant engineers.

Richard Goetze is a new third assistant engineer, after sailing as FOWT. He joined the SIU in the port of New York in 1967. The 32-year-old Seafarer was born in New York and continues to make his home in that city. He served in the Navy from 1954 to 1958.

Valentine Gallagher is 29 years old. A new third assistant, he previously held an oiler's rating



Goetze

Gallagher

and joined the SIU in New York in 1966. A native of New York City, he now lives in Brewster, N. Y. He served in the Navy from 1957 to 1960.

Another newly-licensed third assistant engineer, Brooks Brown, joined the SIU in the Port of New York earlier this year. A native of Georgia, he lives in Laguna Beach, Florida, with his wife, Mable. His last ship was the Penn Carrier on which he sailed as FOWT. The 44-year-old Brown served in the Navy from 1941 to 1949.

Before receiving his new third assistant engineer's ticket, Yaswant Somani sailed as pumpman, FOWT and deck engineer. He is a resident of Philadelphia and was born on the island of Zanzibar. His last ship was the Citadel Victory. The 33-year-old Seafarer joined the SIU in 1961 in the Port of New York.

Shelby Sizemore also received



Brown

Somani

a third assistant engineer's license after sailing as FOWT. A native of Bear Creek, N. C., the 50-year old seaman still makes his home in that town. He joined the Union in Baltimore in 1960 following service in the Air Force from 1940 to 1948. His last previous ship was the Steel Director.

Earl Houghnon is another new third assistant engineer. The 45-year-old Seafarer was born in South Dakota and lives in Yakima, Wash. A former FOWT, he joined the SIU in 1968 in Seattle. His



Sizemore

Houghnon

last ship was the Portland.

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

quarters at 675 Fourth Avenue in Brooklyn, New York 11232. The telephone number is (212) HYacinth 9-6600.

MARAD Allots More U.S. Cargo To Foreign Flag

WASHINGTON — More foreign-flag ships will be allowed to participate in the carriage of cargoes originating in the United States as a result of a recent ruling by Acting Maritime Administrator James W. Gulick.

Citing the "current non-availability" of direct U.S.-flag service to the Port of Mantanzas, located on the Orinoco River, and the lack of transshipment service at this time, the maritime administrator has issued an amendment to current regulations which will allow ships of Venezuelan registry to carry up to 100 percent of cargoes generated under Export-Import Bank credits to that South American nation.

The previous limit was 50 percent under such credits, which was in itself a waiver of Public Resolution 17 issued on June 9, 1966.

Also permitted under the newest amendment is the participation by third-flag registry ships in the movement of such cargoes to meet transportation requirements under the same credits.

The credits involved, which are in the amount of \$10.5 million, were granted by the Export-Import Bank to assist Corporacion Venezuela de Guyana to obtain U.S. goods and services for the purpose of expanding and improving a steel mill at Mantanzas.

Pollsters Find Labor Vote Minimized Nixon's Victory

A massive effort by the trade union movement brought a dramatic switch of votes to Vice President Humphrey and wiped out most of Richard Nixon's lead in the presidential campaign, two leading pollsters agreed this month.

Mervin D. Fields, head of the highly-regarded California poll, told an Industrial Relations Research Association meeting in Los Angeles that labor's effort took 5 million votes away from third party candidate George Wallace and wiped out more than 90 percent of Nixon's early-October lead.

A few days later, a Gallup Poll analysis of the election declared that it was the swing of union members to Humphrey that almost put him over the top on November 5.

Gallup credited the vigorous effort of union leadership for the fact that support for the Humphrey-Muskie ticket increased 15 percent among union members between early October and the election.

Gallup estimated that 56 percent of union members voted for Humphrey, 29 percent for Nixon and 15 percent for Wallace. Independent estimates were that outside the South and the border states, the trade union vote ran between 65 and 70 percent for Humphrey.

Nixon received a smaller percentage of the union vote than he did in his 1960 presidential campaign but the Wallace inroads dropped the Democratic share of the vote to about the level of the 1956 election, when Eisenhower swept to a second term.

Television networks, which analyzed the votes in key precincts, however, found that the dropoff in Democratic votes was less in city areas where labor is strong than in other sections of the country.

Field said the prodigious effort by unions for the Humphrey-Muskie ticket almost made up for the erosion caused by Wallace inroads in the South, defections from the left and weaknesses in local and state Democratic party organizations.

The unions were the only "major apparatus" available to Humphrey to overcome "these enormous liabilities," Field reported.

"In the closing weeks of the campaign," the pollster said, "union leadership throughout the country made a determined drive to win it for Humphrey—and they almost did."

Both Field and Gallup noted that a growing number of union members have advanced into economic brackets which normally turn in Republican majorities. Unless a candidate is blatantly anti-union, Field commented, there is less economic motivation for higher-paid workers to follow traditional voting patterns.

But despite this, Humphrey made his best showing in northern industrial areas where unions are strongest.

Seafarer and Friend



Ernesto V. Erazo of the deck department and nine-year-old Abraham Vegas, Jr., son of a fellow Deck Dept. Seafarer, dropped by SIU's New York hall for a quick visit and a tasty bite of lunch.

SIU Aids Public Health Hospital



SIU Representative George McCartney presents a check on behalf of the Union to Mrs. Margaret King, secretary of the volunteer council at the USPHS Hospital, Staten Island. The money bought tickets for a drawing, all proceeds of which will go to the hospital.

Sen. Bartlett Dies at 64; Backed Maritime To Hilt

CLEVELAND—Democratic Senator E. L. (Bob) Bartlett, chairman of the Subcommittee on Merchant Marine and Fisheries of the Senate Commerce Committee, died here on December 11, following surgery for an arterial blockage. He was 64 years old.

A long-time friend of the maritime industry, and leading



E. L. Bartlett

advocate of a strong U.S. merchant marine, his was a leading voice in beating back the "build foreign" proposals advanced through outgoing Transportation Secretary Alan S. Boyd as a solution for the dwindling American fleet.

The senior Senator from Alaska was a member of a number of other committees in addition to his chairmanship of the Senate's maritime subcommittee. These included the Committee on Appropriations and the Select Committee on Small Business. He described himself as "a liberal Democrat who is not remotely removed from a center position."

First elected to the House of Representatives in 1945, he became known as a tireless legislator and was said to have introduced more successful bills in the 80th Congress than any other representative. In November, 1958, he was elected to the Senate from the 49th State of Alaska which officially achieved statehood on January 3, 1959, where he served continuously until his death.

Bartlett had an interesting and varied career, having worked as a newspaperman in Fairbanks,

Alaska, and later embarking on a stint at gold mining in what was later to become the largest state of the United States. President Franklin D. Roosevelt appointed him Secretary of Alaska in 1939. President Johnson, Vice President Humphrey, and Senator Warren G. Magnuson (D-Wash.) joined the long list of friends and associates paying tribute to Bartlett.

Surviving are his widow, Vide Marie, and two daughters, Mrs. Doris A. Riley and Susan B.

Congressman Urges Major Overhaul Of 50-50 Cargo Preference Laws

WASHINGTON—A major overhaul of this country's cargo preference laws, plus legislation to remove tax advantages now enjoyed by American companies which register ships in foreign countries was proposed today by Representative James J. Howard (D-N.J.) in a move designed to breathe new life into the U.S. merchant marine.

Speaking at a meeting sponsored by the nearly-seven-million-member AFL-CIO Maritime Trades Department, the New Jersey congressman said there was an "alarming trend" toward the use of foreign-flag ships to move American cargoes, to the detriment of American shipowners and seafarers.

Howard sharply criticized government agencies for "mishandling" present laws which require that "at least 50 percent of foreign aid cargoes" move aboard U.S.-flag ships. He said that certain agencies "persist in thinking of the 50 percent figure as a ceiling, not a floor," and that "curious book-keeping practices" make it "virtually impossible" for American ships to get the government cargo to which they are entitled.

The congressman said he would introduce legislation in the 91st Congress assuring that "all foreign-aid cargo moves on American-flag ships whenever they are available," declaring that American vessels "haven't been getting their rightful share, and I don't intend to see this abuse continue."

Howard said he would also reintroduce legislation similar to that which he sponsored earlier this year "to remove the present tax advantage" enjoyed by American vessels which, he said, "are registered and crewed abroad to get around our tax laws, our labor laws and our safety laws." These ships, primarily of Panamanian and Liberian registry, "have siphoned off more than a

billion dollars a year in freight payments," the New Jersey lawmaker said.

"If we take away the tax haven which our Internal Revenue Code now gives these operators, perhaps they will be more inclined to put their ships back under the American flag, where they can make positive contribution to our domestic and international economy," Howard declared.

The congressman also proposed amendments to import quota legislation so that American shipowners, as well as American oil, molasses and sugar producers, will be safeguarded against foreign competition. Howard said his amendment would call for "at least one-third of the imports arriving under the quota system" to be carried by American vessels. This, he said, would make the merchant marine a "partner" with other American industries covered by these protective laws.

Howard pointed out that "the best, and surest, way of curing our recurring balance-of-payments difficulty is by rebuilding our American merchant marine, and by seeing to it that American-built, American-owned and American-flag merchant ships carry a significant share of our international commerce."

"As of now, our ships are carrying only about five or six percent of our imports and exports—and a significant portion of the tonnage that American ships do carry is composed of military shipments, foreign aid shipments and Food-for-Peace shipments," he said.

"When it comes to commercial cargo, virtually all of it moves aboard the ships of other nations."

"There are several things which we could do to help reverse this alarming trend toward the use of foreign vessels.

"First of all, we're going to have to make a major investment in the building of new ships—with private funds, wherever possible; with a combination of private and government funds, if there is no other way. We can't expect to capture any significant share of the cargoes of the 1970s with the remnants of a fleet that was new in the 1940s. Certainly we're going to have to raise our sights above the present level of constructing only a dozen or less ships with government subsidies each year. As a minimum, we must have a target of at least 30 or 40 ships built a year with government aid—and we must make certain that, in building these ships, we not only meet our contractual obligations to the subsidized lines, but that we also help the unsubsidized segment of the fleet replace its aging vessels."

"I don't think we should be put off" Howard went on, "by the specious argument—advanced by some government bureaucrats in recent years—that American shipyards don't have the capacity to build that many ships. We turned out vessels by the thousands each year during World War II—and our present shipping crisis is every bit as much in need of resolution as our wartime shipping crisis was. There's a lot of ingenuity in this country, and that includes the American shipyards, and if we have the dollars to spend on ships, our shipyards will be able to tool up to turn them out."

Free World Transport Unions Act To Suspend Greeks, Assist Czechs

LONDON—The International Transport Workers Federation, at a meeting of its Executive Board here recently, unanimously decided to suspend the Greek transport unions from membership. Also reviewed by the board was the situation in Czechoslovakia. The body unanimously reaffirmed its

previous stand which called for condemnation of the invading Communist powers. ITF will also closely follow developments in that nation with a view toward possible aid to the Czech people, the board announced.

The ITF is composed of unions in the transport trades throughout the non-Communist world.

Considering the political situation in Greece, the international transport leaders decided that conditions are such that "no union can function in that country at this time with the degree of freedom that an ITF affiliate must enjoy if it is to qualify for membership." The Greek unions cover the maritime, dock, railway, road transport and civil aviation industries.

Suspension of membership is a step provided for in the ITF constitution specifically to meet this kind of situation. The suspension will not be lifted until such time that the ITF Executive Board is satisfied that the Greek trade union movement "is able, as a matter of reality rather than

appearance, to perform its functions without coercion or interference by any outside body—governmental or otherwise."

A proposal for the setting up of a fund to assist Greek trade unionists and their families—who are under duress because of the oppressive actions of the present military regime—will be presented to the International Confederation of Free Trade Unions for action by that body. A number of ITF unions have already expressed their interest in seeing such a fund created and are ready to make substantial contributions to this cause.

Anger and resentment over the invasion of Czechoslovakia by Russian and other Communist forces last August continue to be expressed by the ITF's affiliated unions. Many of them have indicated their desire to furnish whatever help may be feasible or possible, depending on circumstances, to the Czech people who, they feel, are determined to resist the intolerable pressures imposed upon them—pressures which deny

them the rights of self-determination and political, social and cultural freedoms. The formal resolution adopted by the ITF Executive Board reads as follows: "Having received a report of the action taken by the ITF in response to the invasion of Czechoslovakia in August by the armies of Russia, Poland, Hungary, Bulgaria and East Germany, "Endorses those actions and reiterates its unqualified condemnation of the invasion and of the repressive measures subsequently imposed on the Czech Government and people by a naked show of force;

"Notes that the full extent and nature of those measures and the ability of the Czech people to resist or modify them have still to be ascertained; and "Instructs the Secretariat to follow developments closely and, in consultation with the Executive Board or, in an emergency, with the Management Committee, to initiate and implement whatever steps could be of practical value to the Czech people."

SIU Balloting Scheduled to End On December 31

NEW YORK—Balloting in the two-month SIU election for officers ends on December 31. All SIU members are urged to exercise their right to vote for the candidates of their choosing before the deadline rolls around.

Voting began in A&G ports on November 1 for the 54 fully qualified candidates who are running for the 45 elective Union posts.

Under provisions of the SIU Constitution covering voting, the balloting is being 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. No balloting is held on Sundays and legal holidays.

In addition to the candidates who nominated themselves and appear on the ballot, space is provided for write-in votes. As an aid to voters, the LOG printed a special election supplement in the October 25 issue. The supplement contains photographs and biographies submitted by all the candidates.

Congressman Tells MTD

Thirty New Merchant Ships A Year Not Enough to Save U.S.-Flag Fleet

WASHINGTON—Representative James M. Hanley (D-N. Y.) warned here last week that a program to build 30 new commercial ships a year for the merchant marine, proposed in legislation considered by Congress last year, would be inadequate to rescue the U.S.-flag fleet from "obsolescence and disarray."

The New York Congressman told maritime management and labor officials that "it will take far more than a 30-ship-a-year program," adding:

"We have ancient vessels that must be replaced, we have a need for enormous expansion of our fleet just to keep pace with the growth of our international trade, and we have still further need for expansion if we are to regain our rightful share of export and import carriage—the 30-percent share, for example, which President-elect Nixon set as our national target by the mid-1970s."

Speaking at a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department, Hanley noted that "when Russia launched Sputnik early in the 1960s, it gave our space program its powerful thrust forward," adding that it might take "the superiority of the Soviets as a maritime power to jolt our nation out of its lethargy."

Russia 'Closing In'

The Russians, he said, "are closing in on us as a maritime power, and threaten to take the lead not only over us but over the rest of the free world. The Soviet Union has transformed itself from a maritime nonentity to a major power on the high seas."

The Democratic Congressman noted that the Soviet fleet now numbers nearly 1,500 vessels totaling 11 million deadweight tons while the U.S.-flag fleet is composed of 974 ships aggregating 15 million deadweight tons.

"The Soviet vessels are new," he went on: "80 percent of them are less than 10 years old. Our fleet is aging rapidly; 70 percent of our ships are over 20 years of age. Nor is this the end of it, for

the Russians are building ships at a ratio of nearly seven-to-one over the United States.

"No one here will challenge the fact that we are losing the battle for maritime supremacy—indeed, in view of our national indifference, it should be said that we were never really in the contest."

The Russian threat is now so critical, Hanley declared, that "unless prompt and determined action is taken immediately, we are virtually helpless in any contest to deliver men and materiel where needed and when needed anywhere in the world. Even with prompt action, we cannot reverse this terrible gap in less than a decade."

"Realistically," he noted, "we must face up to the need for an accelerated vessel replacement program—in all segments of our ocean-going fleet, and in our fishing fleet and Great Lakes fleet, as well. We hear talk of a 30-ship-a-year building program—and after the long period of building a dozen or less ships a year, that sounds attractive."

However, since the end of World War II this nation has "abandoned" the role of carrier of its manufactured goods, with

the result that "today we haul less than six percent of our own imports and exports," Hanley pointed out.

The Congressman noted "the rather absurd concept that, although we have only a relatively few ships flying the American flag, we have some sort of magical 'effective control' over American-owned vessels flying foreign flags. America got a rude awakening during the Cuban emergency when we found former U.S.-flag ships busily trading with Castro—and who thumbed their noses at our entreaties that they cease."

"We were jolted again in Vietnam, when the crews of some of these vessels refused to carry supplies and equipment to our forces in Southeast Asia because the political views of the governments whose flags they flew differed with ours with respect to the Vietnam war. And it happened still again in the Middle Eastern crisis, when our views and those of some other governments were at odds over the right of free passage in the Gulf of Aqaba—and, unfortunately, the views of the foreign governments prevailed with respect to the 'effective control' ships," Hanley continued.

George Harrison, 73, Dies; Served Labor on All Levels

CINCINNATI—AFL-CIO Vice President George M. Harrison, who served the labor movement and the nation all his adult life, died here this month after a long illness at the age of 73.

He was president-emeritus of the Railway and Airline Clerks, which he served as a national officer for 43 years—35 of them as president.

Harrison, who went to work at the age of 12, was a self-educated

a span of years to his fellow workers as did George Harrison. His union, the entire labor movement and all of America have benefited through his leadership, understanding and humanitarianism. He will be sorely missed. . . ."

Harrison, one of nine children, was brought up in St. Louis and joined the Railway Clerks in 1917 when he was working as an evaluation clerk with the Missouri Pacific Railroad.

A year later he was local chairman and in 1919 was elected a general chairman. In 1922, Harrison was elected a vice president of the BRC and in 1928 he was elected president.

Social Security Pioneer

He helped shape the nation's first Social Security Act in 1935 as a labor member of President Franklin D. Roosevelt's Citizens Advisory Council.

The year before, he had been elected a vice president of the AFL and advanced to second vice president at the time of merger.

At the time of his death, Harrison was chairman of the AFL-CIO's International Affairs and Ethical Practices committees. For the past six conventions of the AFL-CIO, he served in the major role of chairman of the Resolutions Committee.



George M. Harrison

man who became an adviser to Presidents, represented his country in the United Nations, helped negotiate the merger of the AFL and the CIO, and filled key labor assignments at home and abroad.

AFL-CIO President George Meany said in a telegram of condolence to Mrs. Harrison:

"Few men in the history of the American labor movement have contributed as much over as great

Union Mechanic Blasts Auto Repair Pricing

WASHINGTON—A journeyman auto mechanic told congressional investigators recently that automobile owners are the victims of the same price rate system on repairs that has plagued the garage mechanic since manufacturers delivered the first horseless carriage to the first dealer.

The mechanic, William W. Winpisinger, is a vice president of the Machinists, Nearly 120,000 of the IAM's 1 million members are auto repair mechanics working for auto dealers, garages, and truck repair shops.

Winpisinger told the Senate Antitrust subcommittee headed by Senator Philip A. Hart (D-Mich.) that:

"The conditions and circumstances that frustrate the workforce are the same conditions and circumstances that prevent the average American car owner from receiving adequate, safe, economical and competitive service.

"Although we are committed to the principle of a fair day's pay for a fair day's work, our 1 million members are consumers as well as wage earners. So we are equally committed to the proposition that when a consumer pays for repairs and service on his car he has a right to receive proper repairs at a fair price."

Flat Rates Blamed

The union officer laid the blame for high repair costs on the auto industry's system of flat rates established annually in manufacturers' manuals.

These flat-rate manuals establish recommended working time for which the customer is to be charged for specified repairs.

Winpisinger pointed out that whether the work actually takes more time or less is "immaterial." He explained that the customer is charged not for the time spent repairing his car and the mechanic is paid not for the number of hours he actually works, but according to the time set in the manufacturer's book.

The IAM vice president cited many built-in drawbacks of the flat-rate system.

For one example:

"The flat-rate system does not allow the mechanic any time to do any checking, diagnosing or trouble-shooting on the customer's behalf. When a car owner comes into a dealer's shop he is sold repairs by a so-called service salesman—who often doesn't even look under the hood to find out what actually is needed. At best the service salesman only guesses at what needs to be done.

"At worst, the service salesman may be a 'con artist' padding the sales sheet with unnecessary repairs to improve his salary

which is usually based on a percentage of the gross business. In either case, the mechanic is paid only for the time the manufacturer has allowed for the work specified on the ticket. If he takes time to check further he does it on his own, without pay. He may even get into trouble."

For another example:

"When a mechanic works on a flat rate he has no incentive to use any imagination or ingenuity. If he does figure out a better and faster way to perform an operation, the manufacturer when he hears about it will then reduce the time allotted for the job.

"In other industries, collective bargaining translates increased productivity into higher hourly wages. In auto repair the mechanic simply gets less for the same result."

The union officer emphasized that piecework, based on the flat-rate system, was not labor's idea. It was introduced by the auto manufacturers and the mechanics have been stuck with it.

In many areas the mechanics are not well enough organized to insist upon an adequate hourly wage rate. In these areas mechanics generally demand the right to supplement their incomes with piecework.

"As a democratic organization we cannot ignore their wishes," Winpisinger explained, "although we know that the evils inherent in piecework will eventually emerge."

Winpisinger listed five steps the union takes through collective bargaining to minimize the abuses of the flat rate system:

- Guaranteeing the mechanic an hourly or weekly minimum assuring him of at least a basic wage.
- Providing every mechanic with a copy of his own performance and production records on which piecework earnings are based.
- Giving the mechanics the right to sit down with management to discuss obviously unfair time allowances.
- Insisting that identical work is paid for identical rates whether it be for cars under warranty, on used cars or for the general public.
- Distributing all available piecework fairly among the qualified mechanics.

Winpisinger pointed out that the piece rate system has obstructed the normal progression of the auto mechanics hourly wage rates. The result has been to drive skilled mechanics into more lucrative fields. At the same time, he added, promising young men are unable to find apprenticeship opportunities.

SEAFARERS LOG

Dec. 20, 1968 • Vol. XXX, No. 26

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

Executive Board
PAUL HALL, President

CAL TANNER Exec. Vice-Pres.	EARL SHEPARD Vice-President
AL KERR Sec.-Treas.	LINDSEY WILLIAMS Vice-President
AL TANNER Vice-President	ROBERT MATTHEWS Vice-President

Director of Publications
MIKE POLLACK

Editor
HARRY WITTSCHEN

Assistant Editors
WILL KARP
PETER WEISS
BILL MOORE

Staff Photographer
ANTHONY ANSALDI

Published biweekly at 810 Rhode Island Avenue
N.E., Washington, D. C. 20018 by the Seafarers
International Union, Atlantic, Gulf, Lakes
and Inland Waters District, AFL-CIO, 675
Fourth Avenue, Brooklyn, N.Y. 11232. Tel.
NY 461-9600. Second class postage paid
at Washington, D. C.

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

Long Kayser-Roth Strike Successful As Textile Workers Ink New Pact

DAYTON, Tenn.—A seven-month strike by 550 Kayser-Roth hosiery workers for their first Textile Workers Union of America contract has ended successfully with the negotiation of a one-year agreement providing wage gains and other benefits for the strikers.

Ratification of the contract at a local union meeting here December 2 also marked the conclusion of the widely supported AFL-CIO boycott of Kayser-Roth hose and other products in the United States and Canada. The boycott effort was credited as a major factor in the settlement.

Adolph C. Benet, hosiery division director of TWUA, said that besides a wage increase of 10 cents an hour, the settlement includes paid vacations of one week or two—based on length of service—four hours' call-in pay, double time for Sunday work, three paid holidays, jury duty pay, and improvement of a company-paid insurance plan.

The parties agreed that a profit

sharing plan and a Christmas bonus program now in effect will be continued. Clauses on seniority and grievance handling were added, and a voluntary arbitration provision give employees the right to strike if management fails to agree to arbitration on a specific grievance.

Two Major Issues

The major strike issues produced modified agreement—arbitration and dues checkoff. The union wanted arbitration of the last step in the grievance procedure, and got a method for achieving it. On checkoff, it was agreed that employees may authorize management to deduct dues and deposit the amount in a local

bank, which will forward it to the union.

Last May the AFL-CIO Executive Council called for a nationwide consumer boycott of company products and all-out support of the strikers "for the duration."

After the settlement the union expressed "thanks to all our friends, in the labor movement and out, who contributed both financial and moral support to the strikers."

The company makes women's hosiery under the brand names of Schiaparelli, Mojud, Kayser, Phoenix; men's hose labeled Esquire and Bachelor's Friend, and Supp-Hose for both sexes.

Kayser-Roth workers here voted for TWUA four years ago. Management engaged in legal maneuvers until challenged ballots were finally counted and the union was certified by the National Labor Relations Board, Sept. 11, 1967.

When the company lost its legal battle it showed little desire to settle at the bargaining table from October 1967 to May 1968. Employees voted to strike, and walked out May 6. Despite strong pressure for settling from townspeople hurting from the loss of a big payroll, the strike was 100 percent effective, the TWUA said.

The AFL-CIO boycott, and support of farmers, small businessmen and other workers in the area turned the tide. But the crucial factor was labor's determination not to let the issue go down the drain, TWUA asserted.

Labor support of the product boycott was widespread. Stores in many cities were handbilled, and shoppers were called on to avoid buying company products until a settlement was reached.

After the strike started, TWUA President William Pollock sent personal letters to 1,600 hosiery buyers in major cities. Their response was encouraging, Pollock said.

4 Railroad Operating Crafts Merge into One Giant Union

CHICAGO—Four of America's oldest labor organizations have merged into a new United Transportation Union "to meet the demands of these times" in representing men who move the nation's trains.

Formation of the 280,000-member union, effective January 1, was announced here jointly by presidents of the Railroad Trainmen, Firemen and Engineers, Switchmen's union and Conductors and Brakemen.

They released figures showing that members of their unions voted overwhelmingly for the merger in a two-month referendum—and they explained the importance of the action.

The Trainmen voted 86 percent in favor of the merger, the Firemen and Enginemen 96 percent, the Switchmen 69 percent, and the Conductors and Brakemen 75 percent.

All of the unions, except the ORC&B, are members of the AFL-CIO and the UTU has asked for affiliation with the federation. It also expects to affiliate with the Canadian Labor Congress for 30,000 members in Canada.

Luna Appointed Head

Under the merger agreement, UTU's president is Charles Luna, who has served since 1963 as head of BRT, the largest of the four merging unions. Heads of the three other merging unions will take offices as assistant presidents at the new union's headquarters in Cleveland. They are H. E. Gilbert, BLF&E; Neil P. Speirs, Switchmen; and Clyde F. Lane, ORC&B.

These officers, along with UTU's Secretary-Treasurer John H. Shepherd, who presently holds that office in BRT, will serve until the new union's first convention in 1971.

At a press conference, Luna stressed that while UTU will be a strong single body with the strength that comes from unity, the individual crafts will keep their identity within the new union.

As the largest union made up entirely of railroad workers,

he pointed out, UTU will represent brakemen, conductors, switchmen, firemen and engineers.

Luna said that UTU will press hard for improved wages and benefits for its members, a strong railroad safety law, new mass transportation programs and social measures to benefit all workers and all Americans.

Railroad managements should welcome the merger, he noted, because it will make negotiations more expedient. At the same time, he served notice on the carriers that UTU will seek "innovation in the industry."

"Railroads have followed the old ways too long," Luna declared. "Just because the tracks lie still and never move is no reason to turn the industry into stagnation."

In a joint statement, the merging unions' presidents said that "This shrinking industry no longer makes it possible for the traditional individual unions to meet the demands of the times."

Unification, they said, will end "the battle of craft against craft" and bring the combined strength of rail operating employees together for constructive purposes.

"We have united," they continued, "to provide a way for transportation workers to join and find common solutions to the problems of the working man, the public and the industry."

The merger of the four operating unions goes back to January of this year when their presidents met in Cleveland and agreed on the basic need for a single organization. Four top officers—one from each union—worked out preliminary merger procedures.

Once the documents were worked out, they were submitted to the governing bodies of each union and then sent out to all rank and file members for their vote during October and November.

Grape Pickers Live in Semi-Slavery, UFWOC's Dolores Huerta Charges

WASHINGTON—A mother of seven children, who is also a union official, recently charged that California grape growers hold workers in "semi-slavery."

Vowing that workers will fight "on and on" to build their union, Dolores Huerta, vice president of the AFL-CIO United Farm Workers Organizing Committee, declared: "It is not just a question of wages."

"It is a question of human dignity, of equality," she asserted on the AFL-CIO-produced network interview, Labor News Conference, broadcast Tuesdays at 7:35 p.m., EST, on Mutual Radio.

Mrs. Huerta pointed out that "most of the field workers are Mexican-American, Filipino, Negro and Puerto Rican." The growers, she said, "try to get the idea over that workers are sub-human . . . play one race against the other . . . and actually perpetrate racial prejudice."

She noted specifically that farm workers are denied the rights and protections other workers have under the National Labor Relations Act. They are "absolutely powerless . . . have no control over their conditions . . . no job security," she said.

"If a worker tries to find out who he is working for . . . or what his wages are going to be for the next day, he is fired," she said.

"So much violence (was) perpetrated against our strikers and our pickets" that the union was forced to launch the nationwide boycott against table grapes, as the "safest weapon we have," she explained. Telling effects of the boycott on the table grape market, she said, are evident in shipments "far below normal" and prices substantially lower than last year.

She urged union members and others who are sympathetic to the farm workers to provide "visible, physical support" and financial contributions. "Sympathy alone," she said, "just isn't going to make it."

Meanwhile, that visible support continued to grow with a significant victory in Detroit.

That city's six major grocery

chains—A&P, Wrigley's, Chat-ham, Kroger's, Farmer Jack and Great Scott—won praise from the Detroit Grape Boycott Committee for deciding not to sell California table grapes.

"The decision of the store owners was a moral one," said Rev. Joseph Melton, representing the Catholic Archdiocese of Detroit and the committee. "It reflects the new conscience emerging in the conduct of business in Michigan."

Venustiano Olguin, a spokesman for the striking grape workers in California, said the decision shows that Michigan industry "is concerned with poverty not only along its own hard-core poor."

Meany Urges Labor Boycott Of Neuhoff Meat

WASHINGTON — AFL-CIO President George Meany has called on all affiliated national and international unions to support a consumer boycott against Neuhoff Company meats.

In a letter to all affiliates, Meany said that the Meat Cutters and Butcher Workers are involved in a strike with Neuhoff at three plants over basic trade union issues.

The strike at the Neuhoff plant in Clarksville, Tenn., began Apr. 16; at Montgomery, Ala., Sept. 21, and at Quincy, Fla., Sept. 28.

Neuhoff employees are seeking union recognition, an end to widespread unfair labor practices and a contract that will correct such inequities as 50 to 100-hour workweeks at wages as much as \$1.50 per hour lower than at competing plants in the same areas.

The employees have launched a consumer boycott against Neuhoff products branded Valleydale, Frosty Morn and Reelfoot.



The SIU joined United Farm Workers in continuing boycott against stores carrying California grapes in New York in city-wide pre-Thanksgiving demonstration recently. UFW Vice-President Dolores Huerta and SIU Representative Pete Drewes (center foreground) were among those on picket line in front of a Grand Union store. Labor, civic and religious leaders urged consumers to support the farm workers.

Republican Mainstream Reflected in Nixon Cabinet

WASHINGTON—President-Elect Richard M. Nixon has turned to the academic world to pick a Secretary of Labor who, he said, "has demonstrated in his mediation capacities that he can gain the confidence of both labor and business."

His choice to "speak for labor" in the Nixon Cabinet is George P. Shultz, 48-year-old economist and dean of the Graduate School of Business at the University of Chicago since 1962.

AFL-CIO President George Meany sent a letter of congratulations and a pledge of co-operation to Shultz.

The Labor Department has always had the support of the trade union movement in carrying out its mandate to promote the welfare of wage earners and improve working conditions, Meany said.

"We in the AFL-CIO look forward to working closely with you and your associates in the achievement of those objectives."

Shultz, an academic specialist on industrial relations, automation and manpower training, has served as a public member of mediation and arbitration panels and is among a group of moderates in the all-Republican Cabinet Nixon presented to the nation over television and radio—a Cabinet made up of businessmen, lawyers, educators and political figures representing the basically conservative mainstream of the Republican Party.

On domestic issues, the key Cabinet member is expected to be Robert H. Finch—partly because of his designated post as Secretary of Health, Education and Welfare, but particularly because of his close, long-standing personal and political association with Nixon.

Completing the trio of Cabinet members who will be dealing with the nation's most pressing urban problems is Michigan's Governor George Romney, named to be Secretary of Housing and Urban Development.

Earlier, however, Nixon had named a Democratic sociologist,

Geological Survey To Begin Mapping U.S. Pacific Isles

WASHINGTON—The task of mapping the Trust Territory of the Pacific Islands—a very formidable one because of the vast spread of the globe it encompasses—will soon be undertaken by the U.S. Geological Survey.

While the land area of the islands themselves is only about 700 square miles, they are located across an ocean area of almost three million square miles. Detailed topographic coverage will be compiled only of the major islands. Many of the smaller ones, which include minute coral islets and atolls will not be charted under this program.

Administered by the United States, the Trust Territory includes three major archipelagoes—the Marianas, the Carolines and the Marshalls—comprising a total of about 2,000 islands.

Daniel P. Moynihan to direct a new Cabinet-level Council on Urban Affairs. Moynihan is expected to be the "idea man" on urban problems.

Most of those named to the Cabinet have been described as pragmatic, friendly to the concept that private business and the states should play a dominant role in problem-solving, but free of the simplistic belief that the era of big government can be turned back.

In his television introduction of Shultz as Secretary of Labor, Nixon said he was searching for a man in the tradition of the late James P. Mitchell.

He said he found such a man in Shultz, "who is a great educator, but more than that he is a man who will speak for labor as did Jim Mitchell, but who also has demonstrated in his mediation capacities that he can gain the confidence of both labor and business."

Descriptions of other Nixon Cabinet selections follow:

Secretary of State—William P. Rogers, 55, served as attorney general and earlier as deputy attorney general under President Eisenhower. His early law career was spent as an assistant district attorney in New York City under Thomas E. Dewey. In the Justice Department, Rogers helped push through the compromise 1957 Civil Rights Act.

A close friend and adviser of

Nixon, Rogers served on the U.S. delegation to the United Nations in the 1965 session and heads a prominent law firm.

Secretary of Defense—Melvin R. Laird, at 46, is an eight-term congressman from Wisconsin who ranks high in the Republican leadership as chairman of the House Republican Conference.

As a senior member of the Appropriations Committee, Laird has been hard-working, able and a staunch fiscal conservative. His COPE voting record in the 90th Congress shows him voting against labor's position on every one of 13 key issues.

Secretary of Housing & Urban Development—Michigan Governor George Romney, 61, is probably the best known personality in the Nixon Cabinet. The former head of the American Motors Co. plunged successfully into Michigan politics with an image of being above the partisan fray. He shunned Barry Goldwater in 1964 and has shown a concern for the problems of the Negro ghetto but has denounced the "power" of unions.

Postmaster General—Winton M. Blount, nicknamed "Red," is the 47-year-old president of the U.S. Chamber of Commerce and his Blount Brothers Corp., at Montgomery, Ala., is one of the South's biggest construction firms. He has worked with union labor and considers himself a business-

man, not a politician, although he had a role in the 1960 Nixon campaign.

Secretary of Transportation—Massachusetts Governor John A. Volpe, 60, owns a multi-million dollar construction business and has won three terms as governor in a normally Democratic but ticket-splitting state. He also served as the nation's first highway administrator under President Eisenhower.

Secretary of the Treasury—David M. Kennedy, 63, is board chairman of the Continental Illinois National Bank—a vice president of the same bank, Robert Mayo, will be director of the Bureau of the Budget.

Kennedy spent most of his career in the Federal Reserve System.

Attorney General—Two years ago, Nixon's law firm merged with a firm headed by John N. Mitchell—and the two men hit it off so well that Mitchell became manager of Nixon's presidential campaign. At 55, he is the same age as the President-elect and has been described as "very pragmatic," not committed to any political doctrine.

Secretary of Health, Education & Welfare—Robert H. Finch, California's lieutenant governor, is the youngest man in the cabinet at 43 and the man who has known Nixon longest and has been

close to him. He served as Nixon's administrative assistant from 1958 to 1960 and directed his 1960 campaign.

By contrast to Governor Ronald Reagan, Finch has been generally labeled a moderate and has shown a concern with job training and race relations problems. His close relationship with Nixon makes it probable that, at least initially, his will be the most influential voice on domestic issues.

Secretary of the Interior—Alaska's Governor Walter J. Hickel, 49, was chosen, Nixon said, because the post traditionally goes to a westerner and because "he has never been involved in any of the bitter struggles between private and public power . . . or the struggles between some of the western states like Arizona and California over water."

Secretary of Commerce—Maurice H. Stans, 60, was a budget-cutting, conservative budget director during the Eisenhower Administration. He has been praised as a bulwark against inflation and damned as a penny-pincher who hamstrung the nation's economic growth and weakened its defenses.

Secretary of Agriculture—Clifford M. Hardin, 53, is chancellor of the University of Nebraska and former dean of Michigan State University's School of Agriculture. Nixon said his job will be "to speak for the farmers to the President."

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

A Victory Against Gougers

By Sidney Margolius

The feat of Washington State labor unions in the recent elections in winning a legal ceiling of 12 percent per annum on retail credit is not only a triumph for the public over the installment sellers and lenders, it is also a clear indication to working families in every state that there is no need to pay high finance charges.

Twelve percent per annum is enough. There are plenty of places to borrow at that rate whether you need money to pay Christmas bills or for other needs. Twelve percent per annum is what you pay when a lender or dealer quotes you a finance charge of \$6.50 per \$100 of original balance, or a rate of 1 percent a month on your declining balance.

Credit unions, for example, charge a true rate of 12 percent per annum on member loans. In fact, many give free life insurance and rebates so that the true cost often is closer to 11 percent. Many commercial banks, too, charge only 12 percent or a little more on personal loans and auto credit.

But while 12 percent is enough to pay for credit, it's a lot better than the 18-22 percent charged by most department store, mail-order and bank-card charge account plans, or the true per-annum rates of 30-36 percent charged by small-loan companies, or the 20-36 percent permitted on installment purchases of used cars in various states.

Now—for the first time in any state—no retailer, bank credit card or auto dealer in Washington can charge any more than 12 percent, even on used cars.

What happened in Washington is a lesson for credit-exploited working families and their organizations everywhere else. This is the first time in any state that the public itself has had a chance to vote on credit laws. Last year the Washington State labor unions had tried to get the State Legislature to put a 12 percent ceiling on rates but the protests of retailers and lenders won out.

This year, after the bank credit-card plans raised their rates from one percent a month (12 percent a year) to 1½ percent (18 percent a year), the unions decided to go right to the public.

In an all-out campaign, the State Labor Council and its allies got the necessary signatures for the petition to put the issue on the ballot—as is permitted in that state. Joe Davis, Council President, and Marvin L. Williams, Secretary-Treasurer, were listed as the sponsors.

Then the retailers and lenders swung their big guns into action to try to beat the proposal. They formed a deceptively-named "Credit Users Committee." Revealingly, five of the 23 area chairmen of this

committee were from Sears Roebuck alone. The others were from banks, department stores and car dealers.

The retailers and lenders then started to pour out the advertising money to beat the 12 percent ceiling proposal. They spent a half-million dollars on TV, radio and newspaper ads, and plastered billboards all across the state, says Ken Fleming, editor of the *State Labor Council Reports*. The ads threatened that if finance rates were lowered, prices would go up and people would find it hard to get credit.

The retailers and lenders also had the support of virtually every newspaper in the state except for the *Catholic Northwest Progress*, and the nearby Lewiston, Idaho, *Morning Tribune*. In contrast, the labor and community groups campaigning for lower interest rates found it virtually impossible to get the local newspapers to print any of their views.

The unions spent only \$55,000 including the \$20,000 it cost to circulate the petitions to get the question on the ballot. This was about one-tenth the amount the credit industry spent for its massive campaign run by a leading advertising agency.

But you can't fool the people all the time. When the ballots were counted, the public had voted 572,000 to 509,000 for the 12 percent ceiling. The impossible had happened.

A valuable added result of the campaign, Fleming says, was the education of the public in true interest rates. Many people had never realized that 1½ percent a month on revolving charge accounts amounts to true annual interest of 18 percent. The petition-collectors also found a great deal of bitterness among families about the way banks were trying to get everybody to use credit cards.

Now the Washington State trade unionists hope their success will encourage similar campaigns to reduce finance charges in other states. Their new law however, does not affect small-loan rates which are even higher than retail finance charges.

In other states, until the public comes to realize the enormous waste of family money resulting from high finance charges, you can only protect yourself. The new Federal truth-in-lending law does not go into effect until July 1.

You usually can save on finance charges by borrowing the cash from a credit union or commercial bank rather than from a small-loan company.

Also, always remember to borrow the least you need—not the most the lender will give you—and pay back as soon as you can. The finance rate, the amount you borrow, and the length of time for which you borrow it, all effect the total finance charge you pay.

Labor Demands Safer Limits On Mine Radiation Exposure

WASHINGTON—Human life and health must have priority over the dollar cost of lowering the level of radiation exposure in uranium mines, spokesmen for organized labor stressed at a Labor Department hearing recently.

Testimony came from George Taylor, an AFL-CIO economist; Henry A. Adkinson, an Oil, Chemical and Atomic Workers' representative, and George W. Haycock, Steelworkers' representative.

They strongly supported Labor Secretary Willard Wirtz's plan to limit exposure of miners to three-tenths of a "working level" (.3 WL) of radiation a month, effective January 1. A "working level" is a measure of radiation concentration.

The three witnesses recalled labor's past battle on behalf of radiation standards, including its call for the .3 WL at hearings in June 1967 held by the Joint Committee on Atomic Energy.

Acting under Walsh-Healey Act authority, Wirtz "temporarily" set a 1.0 WL standard last year. Recently, he proposed the new level after statistics continued to show a death rate from lung cancer among uranium miners far exceeding that for the rest of the nation.

A report published in August of this year by the Federal Radiation Council showed that, in a group of 3,414 uranium miners studied from 1950 to 1967, there were 62 deaths from lung cancer, about six times the normal rate of death from that disease.

Nevertheless, several spokesmen for mine managements have testified in opposition to the new lower limit, as has the Atomic Energy Commission.

Employers Balk at Cost

Some of the employers have contended that the added costs of venting equipment and fans for moving fresh air would put them out of business.

Taylor emphasized that the AFL-CIO backs the new level because "we assert the value of each miner as a human being—his health, his safety, the continuity of his earning capacity to fulfill his family obligations, and to live his life free from the shadow of slow death."

There "has been no convincing data," he pointed out, to show that the secretary's standard "would ruin the industry economically, nor substantially increase the cost of nuclear power."

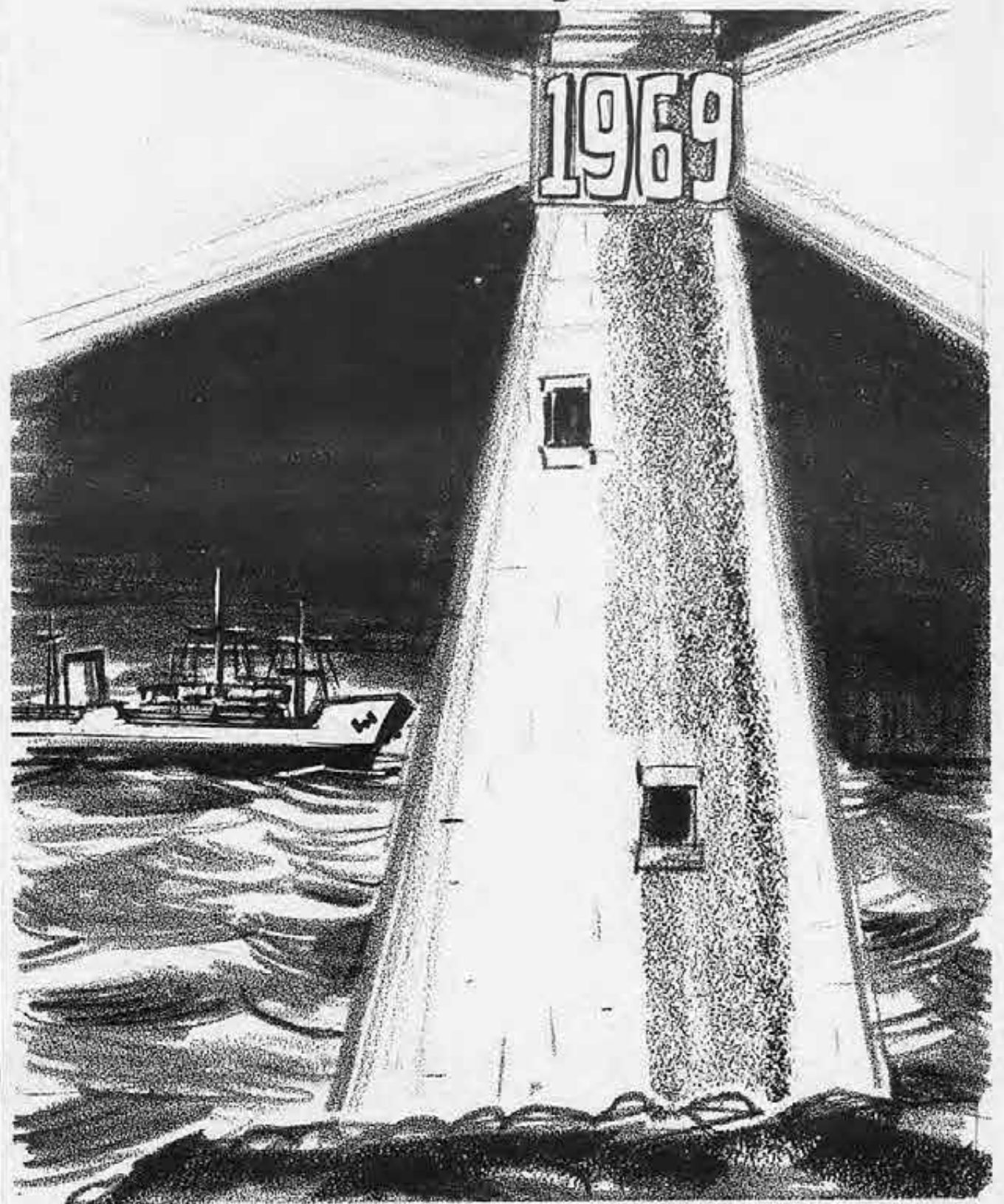
Even so, Taylor continued, the federation would agree to an amendment to give all mines until July 1, 1969, to comply with the .3 WL standard, assuring the industry "it is not being dealt with in an arbitrary and capricious fashion."

Adkinson also stressed that the mines could afford to make the changes needed to lower radiation exposure.

"We don't have any knowledge of anyone being forced into bankruptcy in the last 10 years because of bringing down the working level from 10 to 1," he said, adding, "if this can be accomplished in this period of time, why can't the .3 WL . . . be met?"

Haycock told the hearing that "good ventilation" is the key to reducing the radiation hazard in a uranium mine because it disposes of radon daughter concentrations in the atmosphere. It is the radon daughter decay products that attach themselves to dust particles and are inhaled into the lungs and bronchial passages, he pointed out.

A New Light!



Christmas, 1968! Once again we have arrived at the season in which the age-old words "Peace on earth—good will toward men" are heard at every turn. How well that noble sentiment is to endure in the future is a matter of unprecedented challenge to all of us as Americans.

Peace, now lying on a table in Paris, appears at last to be approaching a real talking stage after months of shadow-boxing. We have hope that those talks will not be so long and drawn-out that 1969 will not at last see the consummation of a durable and honorable end to the war in Vietnam.

Peace and good will during this holiday season will also be much in the hearts of Seafarers—so much a part of the U.S. effort in Vietnam—as they share the happy days with their families at home or with their shipmates at sea if their chosen duty keeps them away in some of the remotest nooks of the world.

But when the festivities are put aside for still another year, most of the challenges of 1968—though partially met—will still be around to keep us ever on our guard against those who would oppose progress.

The vital issues of poverty in a rich America, civil rights, adequate housing still exist. The creation of a climate in America where nobody is disenfranchised and in which sound hope and a firm future are available to all—not only to the majority, but to the restless minority as well—is yet to be accomplished.

In maritime affairs, 1968 brought its setbacks, but it brought successes, too. An independent MARAD bill was passed by the Congress with a degree of unanimity which showed conclusively that the will of the leg-

islature is solidly behind a strong U.S. merchant marine. Although the bill was vetoed, a new Administration is taking office in January.

Congress has weathered the recent election with very few changes in the lineup of lawmakers aware of the needs of our fleet. The chairmen of the Senate and House committees which deal with maritime affairs, Senator Warren G. Magnuson (D-Wash.) and Representative Edward A. Garmatz (D-Md.) are still firmly in their posts. Assurances have been given that a bill again calling for an independent MARAD will be introduced early in the new Congressional session. It can be passed quickly—and this time become law.

Certainly, the campaign pronouncements of the President-elect carry some cheer to the industry. The incoming chief executive has promised a new look at the operating subsidy program and assistance to the unsubsidized segment of the fleet—including the tramp-bulk carriers and the Great Lakes operators.

He has taken formal notice of the sad state in which our merchant fleet languishes today, including the "glaring deficiency" in bulk carriers. Also, he has indicated his understanding of the great contribution that increased carriage of cargoes under the American flag can make to the nation's unfavorable balance of payments situation.

There is no reason why 1969 cannot be the year when the American merchant fleet once again comes into its own and is recognized as the vital force it has historically been in the economy and defense of the nation.

LABOR ROUND-UP

The AFL-CIO will conduct its 1969 Arbitration Institute January 12 through 17 at the University of Illinois in Urbana-Champaign, Ill. Purpose of the program is to acquaint full-time union representatives and staff members with the skills needed to prepare and present arbitration cases effectively. Topics will include arbitration and the law, arbitration clause in the bargaining agreement, arbitration costs, arbitrability, selecting the arbitrator, preparing and presenting the case, and evidence, witnesses and written briefs. Participants will also gain practical experience by working in small groups on preparing actual cases.

Harold D. McIver has been named southeastern coordinator for the AFL-CIO Industrial Union Dept., IUD Organizational Director Nicholas Zonarich announced. McIver, 37, has worked on IUD coordinated organizing programs since 1963 and is an international representative of the Steelworkers.

Harold J. McAvoy, president of the Post Office Mail Handlers since 1941, died here unexpectedly at a union meeting and was buried December 4. McAvoy was answering questions of members about the union's recent merger

with the Laborers when he collapsed and died. His wife and a daughter survive.

Three new election victories for the Teachers and one vote to affiliate brought to 10,332 the number of newly represented members since January 1, AFT President David Selden announced recently. The union announced it will issue a new charter to the staff of Middlesex, N. J., County College, which voted to leave an unaffiliated organization and join the AFT. The AFT organizing department reported recent gains for the union in Woodbridge, N. J., 1,093 teachers; Minot, N. D., 432, and Ontario, Ohio, 109. Since the first of the year, the union has chartered 52 new locals in 17 states.

Thirteen pogy boat fishermen, fired five years ago when they voted for a union, will divide \$32,000 in backpay under a settlement announced here by the National Labor Relations Board. The settlement ended a legal battle by the Meat Cutters for the crew of the motor vessel Gallant Man, owned by the Patterson Menhaden Corp. The crewmen fish the Atlantic and Gulf coasts for menhaden in craft they call pogy boats.

Thanksgiving Dinner with the SIU

In the long-established SIU tradition of serving Thanksgiving dinner to Seafarers, their families and friends, SIU halls in ports across the nation were packed again this year as members and their guests turned out in record numbers for the holiday festivities. Turkey with all the trimmings—from soup to nuts—were the order of the occasion which was thoroughly enjoyed by everyone. Pictured on these pages are just a few of the thousands of happy participants in this annual affair.



In Tampa Seafarer Joe Pagala and the entire Pagala family agreed the repast was enjoyed by all. Dinner was held at the Tampa Airport Motel.



At Mobile Hall, turkey and all the fixings are part of the sumptuous spread. Obviously pleased are Seafarer and Mrs. Chalmers Money and family, left and Seafarer and Mrs. George Bales and family at right.



Talking it up about old times goes well with good food at Norfolk Hall, at least that's what Seafarers Jerry Maska, left, and Joe Whitley think. Neither talk nor turkey suffered in the process.



Seafarer William Dowdy and Mrs. Dowdy, shown at left, are caught savoring the delicious soup at Norfolk Seafarers Hall, while Mrs. Dowdy, Sr., right, agrees it's just like you know who used to make.



Seafarer Ronald Pecker, left, proclaims the food very good while Richard Ransom, center, and David Bass are too busy eating to talk about it. All part of the busy goings on at the New York Hall on Thanksgiving Day, 1968.



What could be more pleasing to the eye than this festive table replete with all the goodies at Mobile Hall, graced by Seafarer F. Blankenburg and family. Mobile and other Ports reported the biggest turnout ever.



A great deal of good humor and enjoyment is much in evidence by family and guests of Seafarer Yasmani Somahi, at far end of the table on the right, during festivities at Norfolk Hall.



Feeding daughter Edith in New York is Mrs. Grace Farrugia. They were guests of Anthony Gambino.



At table heaped high with delicious fruits in Port of Norfolk, Susan Ann, left, seated next to Grandad William H. Howell, and Seafarer and Mrs. N. W. Riggins enjoy first course. At right is Frank Airey family at Seattle.



Persuading daughter, Gene, to drink her milk is Seafarer Joe Puglise at New York as son, Joe Jr. claims he's full.



At Port of Norfolk, sumptuous turkey dinner makes for agreeable conversation between Seafarer and Mrs. Lloyd C. Turnage and their table companions, David Berger and Mrs. Elsie B. Lee, shown at right.



Seafarer and Mrs. William Campbell enjoyed SIU dinner at El Matador Restaurant in Seattle.

Joe Munoz hands pineapple to Gloria, pretty daughter of Ricardo Barcelona, at N. Y. Hall.



Ready for coffee and a tasty dessert after full meal at Seattle are Seafarers Henry Rudio, left, and A. Carroga right.



Shown at Seattle's festivities, are Seafarer and Mrs. Gus Skendelas. They relax with after dinner talk after enjoying a delicious meal.

Expanding Seafarers Pension List Adds Ten More Veteran Oldtimers

The names of ten more Seafarers have been added to the ever-expanding list of those men collecting their SIU pension. The latest Brothers who have joined the pension roster include: Gerard Manuel, Fred Fagan, Andrew Morales, Sol Bleeker, Joseph Lapham, Richard Cummings, Elias Walker, Dennis Smith, Floyd McPhee and Frederick Kerfoot.

Gerard Manuel joined the Union in Port Arthur, Texas, and held a chief engineer's rating. A native of Louisiana, he lives in



Manuel Fagan

Orange, Texas. Brother Manuel was last employed by Slade, Inc.

Fred Fagan sailed as steward. A native of Kentucky, he now makes his home in New Orleans, with his wife, Irene. He joined



Morales Bleeker

the Union in Mobile. Brother Fagan last sailed on the Santore.

Andrew Morales lives in Brooklyn and joined the SIU in the Port of New York in 1939. A member of the steward department, his last ship was the Steel Apprentice. Brother Morales is a native of Puerto Rico.

Sol Bleeker also joined the



Lapham Cummings Kerfoot McPhee

Union in New York. A bridge operator, he was last employed by the New York Central Railroad. Brother Bleeker was born in Russia and makes his home in Brooklyn.

Joseph Lapham joined the SIU in 1938 in New York. He last shipped on the Afoundria. Brother Lapham was born in New London, Connecticut, and lives in Hyde Park, Massachusetts, with his wife, Anne. He sailed as AB and bosun.

Richard Cummings' sailing career began in 1943. He joined the Union in Philadelphia and lives in that city with his wife, Clara.



Walker Smith

A native of St. Paul, Minnesota, Brother Cummings served in the Navy from 1925 to 1930. He was a member of the deck department and sailed as carpenter. His last

vessel was the Patomac.

Elias Walker joined the SIU in 1942 in Tampa. A native of Florida, he lives in New Orleans. Brother Walker sailed as oiler and his last ship was the Del Oro.

Dennis Smith also joined the Union in Tampa. A Florida native, he still lives in Tampa with his wife, Alberta. He sailed as FOWT and his last ship was the Bethlor.

Frederick Kerfoot sailed as oiler. He joined the Union in the Port of Mobile and is a resident of that city. Born in Indiana, he last sailed aboard the Lucile Bloomfield.

Floyd McPhee joined the SIU in Detroit. A native of Michigan, he now lives in Bay City, Michigan. He was last employed by the American Steamship Company and held a FWT rating.

Philippine Currency Rules Can Bring Rough Penalties

WASHINGTON—Strict regulatory changes involving the use of Philippine currency and foreign exchange declarations—of major importance to Seafarers—have been issued by the Philippine Central Bank. The new regulations, effective November 29, were announced here earlier this month by the Office of Maritime Manpower of the Maritime Administration.

The agency of MARAD warned that the new regulations require all persons arriving in the Philippines—including seamen and flight crew of aircraft—to declare all monies in their possession. These declarations are to be made on a form (No. 303) which will be available from Philippine Central Bank agents, who will be on 24-hour duty to issue and receive them.

Customs personnel will work with the Central Bank agents and search baggage and persons, wherever it is considered necessary.

The portions of the latest Philippine bank regulations which are of particular concern to Seafarers are as follows:

- Every person, departing from or entering the Philippines, must declare all Philippine currency and foreign exchange in his possession.

- Temporary visitors—all non-residents—shall keep their currency declarations until their departure. Temporary visitors may carry with them all the foreign exchange they have declared, but may sell such foreign exchange only to authorized agents of the Central Bank. They may not take out foreign exchange in excess of the amount brought in.

- Upon departure, Seafarers not residents of the Philippines must surrender their currency declarations to agents of the Central Bank at the Port or airport of departure.

- No person entering the Philippines may bring into the country Philippine currency in excess of 100 pesos, of which coins may not exceed 50 pesos. A peso is currently worth 25.58 cents in U. S. money.

- No person departing from the Philippines may take out of the country Philippine notes and coins in excess of 100 pesos—of which silver and/or nickel coins shall not exceed five pesos.

Penalties for violations provide for fines up to 20,000 pesos and/or imprisonment of up to five years.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

November 29 to December 12, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	2	9	0	0	7	4
New York	45	64	33	54	11	158	115
Philadelphia	6	7	7	2	4	22	11
Baltimore	20	13	17	14	9	72	44
Norfolk	7	12	6	10	10	26	16
Jacksonville	8	15	8	9	8	26	15
Tampa	4	13	5	6	4	9	20
Mobile	23	22	12	12	13	67	43
New Orleans	41	36	42	35	9	115	84
Houston	40	37	30	28	4	77	81
Wilmington	20	17	18	20	24	30	2
San Francisco	34	53	40	64	30	37	10
Seattle	25	12	21	13	15	39	6
Totals	280	303	248	267	141	675	451

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	4	4	1	2	0	2
New York	43	58	28	46	15	101	114
Philadelphia	4	5	6	7	1	12	10
Baltimore	11	10	11	13	9	47	36
Norfolk	8	9	3	11	10	15	7
Jacksonville	5	17	2	15	5	12	15
Tampa	4	1	3	1	1	8	12
Mobile	16	15	12	6	6	49	34
New Orleans	29	58	29	41	8	70	107
Houston	35	38	26	30	7	66	64
Wilmington	10	14	11	13	18	17	0
San Francisco	40	47	36	41	43	37	17
Seattle	10	7	15	12	16	30	7
Totals	220	283	186	237	141	464	425

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	1	1	3	0	5	0
New York	41	29	32	26	27	117	45
Philadelphia	7	7	0	3	3	20	9
Baltimore	9	12	10	9	2	60	41
Norfolk	4	8	8	11	7	14	19
Jacksonville	11	6	3	6	15	11	7
Tampa	5	2	1	1	0	18	5
Mobile	17	16	13	7	7	50	28
New Orleans	38	23	26	21	12	103	53
Houston	32	31	18	35	4	80	32
Wilmington	11	14	6	10	10	17	1
San Francisco	26	54	21	49	30	27	21
Seattle	14	5	10	6	9	35	3
Totals	221	208	149	187	126	557	264

Keeping in Trim



Larry Albertus, AB, takes time out for a trim in barber shop at the New York hall. Performing the task is James Gaetani. Brother Albertus hails from Coos Bay, Oregon, and joined SIU in New York.

FINAL DEPARTURES

'Thar She Blows' Sparks Memories Of Old Times for Seafarer Harvey

Robert McNeil, 44: Brother McNeil died on November 4, 1968 at the Memorial Baptist Hospital in Houston. Death was caused by a heart ailment. Brother McNeil joined the Union in the port of New York and sailed as steward. His last vessel was the Penn Sailor. A native of Massachusetts, he had made his home in Texas City, Texas. During World War II, he served in the Navy. He is survived by his widow, Kira McNeil. The burial services were held in Galveston Memorial Park, Hitchcock, Texas.

Marshall Ness, 61: Brother Ness died on October 12, at Cook County Hospital in Chicago. He was a native of Norway and had made his home in Chicago. A Seafarer since 1961, he joined the Union in the port of Chicago and held the rating of dredgeman. Brother Ness was last employed by Merritt-Chapman and Scott. He is survived by his widow, Leona. The burial services were held in Memorial Estates Cemetery, Northlake, Illinois.

Charles Favreau, 54: A coronary thrombosis claimed the life of Brother Favreau on October 23, in Crystal Lake Township, Michigan. A native of Michigan, he made his home in the Port of Frankfort. Favreau joined the Union in the port of Elberta and held the rating of AB. He was last employed by the Ann Arbor Towing Company. Survivors include his widow, Gladys. The burial was held in Rosehill Cemetery, Leelanau County, Mich.

Bernard Roll, 91: Pneumonia claimed the life of Brother Roll on October 30, in Anacortes, Washington. He was a native of Norway and had been on an SIU pension at the time of death. Seafarer Roll held an AB's rating and joined the Union in the Port of New York in 1938. His last ship was the D. B. Johnson. Brother Roll began his sailing career in 1895. He first sailed on American vessels in 1902. He took an active part in numerous SIU strikes and saw frequent convoy duty during World War II. Surviving is a son, Thorrol Roll of Anacortes. The burial was in Grandview Cemetery, Anacortes.

Charles Tyler, 45: Brother Tyler died on September 26, while a crewmember aboard the Tamara Guilden. An AB, he had joined the SIU in 1948 in the Port of Galveston, Texas. Brother Tyler was a native of that state and made his home in Port Arthur. His last previous ship had been the Globe Explorer. During World War II, he served in the Air Force. Surviving is his father, Charles Tyler, of Altair, Texas. Burial services were held in Cheatham Cemetery, Sheridan, Texas.

Samuel Merckerson, 71: Brother Merckerson died in the USPHS Hospital on Staten Island, N.Y., November 30. He was an SIU pensioner at the time of death. A native of Eaton, Georgia, he sailed as cook. Seafarer Merckerson joined the Union in the Port of New York and made his home in that city. Brother Merckerson last sailed on the Long Lines. He participated in the Greater New York Harbor strike in 1961. Burial was in Sand Hill Cemetery, Eaton.

Joseph Folse, 50: A cardiac arrest claimed the life of Seafarer Folse, November 10, at the USPHS Hospital in New Orleans. A resident of that city, he was a native of Louisiana. Brother Folse joined the SIU in the Port of New Orleans and sailed as bosun. His last ship was the Del Campo. Folse had been sailing with the Union for 20 years. Surviving is his widow, Ida. The burial was held in St. Vincent DePaul Cemetery in New Orleans.

Andreas Kristiansen, 38: Brother Kristiansen died an accidental death on September 4, at Bethel, Alaska. A native of Norway, he was a U. S. citizen and lived in Seattle. Seafarer Kristiansen sailed in the deck department and held an AB's rating. Brother Kristiansen joined the Union in the Port of Seattle.

Minzionie Marioni, 70: Brother Marioni died on August 22, at the USPHS Hospital in New Orleans. He was a native of Texas and had been a resident of New Orleans. He joined the SIU in the Port of New Orleans and was a member of the steward department. His last vessel was the Penn Vanguard. Brother Marioni was buried in the St. Vincent De Paul Cemetery, New Orleans. Surviving is his widow, Lillian.

Former Seafarer Fred Harvey, now on an SIU pension, recently took a nostalgic trip to Portland Maine, to visit the maritime Museum there, stopped off on the way home to examine the extensive collection of whaling memorabilia in New Bedford's public library in Massachusetts, and then reminisced about his early days on whalers and clipper ships with a LOG reporter in the New York hall.

While in New Bedford, Brother Harvey had a long talk with the librarian—a man named Haggerty—who also was a whaler in his younger days as were his father and grandfather before him.

"He had all sorts of books on whaling, crew lists and old LOG books, etc.," Harvey said. "Many old papers have been lost through the years, but the library's records are quite good."

"Mr. Haggerty looked up an old crew book from ships I had sailed on such as the Andrew Hicks and the Alice Knowles and I could see the money I made. On one trip, I made one dollar for an eleven-month voyage. On another I got all of \$8 and for a third trip, I made \$5. I was on whalers from 1901 to 1904. The Alice Knowles was lost in a 1913 hurricane, I recall."

Harvey, a native of Chicago, headed for San Francisco after he decided to leave home. His parents had died when he was very young and he was shunted around from relative to relative. Tiring of this, he "decided to go west and fight Indians—but there weren't any Indians to fight and I wound up in San Francisco."

"Today, a seaman needs a suitcase full of papers," Harvey noted, "but in those days, such technicalities weren't needed. I just talked to this fellow I met about ships and when he asked me how I'd like to sail, I said I'd like it fine. He told me to see the boarding master and to tell him I was over 18. At the time, I was only 14½ years old." Brother Harvey was told the ship was going to the South Sea Islands, but they neglected to mention the fact that the vessel was a whaler.

Thar She Blows

"Whaling ships had crewmen from all over the world, most of whom were shanghaied," he recalled. "When a whale was sighted the man would yell 'thar she blows,' just like the movies. After the whale was sighted, a boat was launched to track and harpoon him. There were six men in a boat—a helmsman who did the harpooning, a mate and four oarsmen."

"When the whale was hit, the harpooner would change places with the mate. Although it was the steerer who harpooned, the mate did the killing. Attached to the harpoon was a long rod called the trigger rod. When it entered the whale with the harpoon, it set off a cartridge which triggered a small cylindrical bomb that was attached to the end of the harpoon."

"Of course, the huge creature would thrash wildly about when hit and we always thought the swells would wash us out of the boat, but we rarely capsized," Harvey said. "Still, many boats have been sunk by these whales."

Harvey explained that the rope attached to the harpoon holding



Harvey

the whale would get so hot from friction that one could actually smell it burning. He was a stroke oarsman and part of his job was to throw water on the rope so it wouldn't sever from the heat.

The ship would hunt from December to the following November and return to Frisco for about one month until their cargo of oil could be crated in barrels and shipped East. Then, they would head out again for the Pacific and Alaska.

Telltale Spout

Brother Harvey said that you could recognize a whale by the way it spouted. Some whales would spout straight up and others to the side. Some had more than one spout and they resembled geysers. He recalls one whale in Kodiak, Alaska, that kicked back with his tail and knocked off the stern of the boat. The first mate was killed.

One sperm whale killed by Harvey's ship gave off 50 barrels of oil. The Andrew Hicks caught a bowhead whale at the mouth of the McKenzie River in the Bering Strait that gave 1,000 pounds of bone which sold for \$3 a pound. The crew's share came to a grand total of \$3 per man.

In spite of what one sees in the movies, Harvey found the South Seas somewhat less than romantic.

"The natives were practically naked except for a G-string-type garment they used to keep flies from biting them. When the Missionaries arrived, they made them wear clothes up to the neck and the natives nearly killed them," he said. "Although our treatment on the ships wasn't bad, the food was awful and the fresh fruit we got on the islands was a welcome relief. Fresh fish could also be caught in abundance."

After getting his share of whaling, Harvey sailed on clipper ships, then joined the French Foreign Legion in World War I. After the war, he began his career on steamers. He joined the SIU after World War II. A member of the deck department, he was 80 years old when he called it a day and went on pension in 1965.

SIU Halls will be closed Christmas and New Years Day

PERSONALS

Vernon Anderson

Please contact your wife, Zellie Anderson, at 343A Quincy Street, Brooklyn, N. Y. 11216, as soon as possible.

Charles Doroba

Your sister, Mrs. Julia Orzech, asks that you please contact her at 1933 W. Oakdale Avenue, Chicago, Illinois 60657 regarding the up-coming holiday.

Egbert Palmer

Contact your wife, Vivian Palmer, at 3110 Luxembourg Avenue, Norfolk, Virginia 25509, as soon as you can.

G. Lizano

Please contact SIU Headquarters in New York as soon as possible regarding an important matter.

John G. Newman

Please contact your sister, Mrs. Mary E. Harrigan, at 144-25 33rd Avenue, Flushing, N. Y. 11354.

Willoughby Calvin Byrd

Please contact Mrs. Ruby Byrd at Route 7, Glasgow, Kentucky 42147, as soon as you possibly can.

Harold L. Loll

Your parents, Mr. and Mrs. E. A. Loll, would like to hear from you in regard to an important matter. Please get in touch with them at 2218 N. 18th Street, Phoenix, Arizona 85006.

Magnus Wold

Your wife would like you to write to her at 113 Union Avenue, Cresskill, New Jersey 07626.

Joseph Rudolph

Please contact Paul M. Goldstein, Attorney at Law, 1015 Chestnut Street, Philadelphia, Pa. 19107, in regard to your claim against the Massmar.

Charlie Burns

Please contact William A. Johnston on the M. V. Floridian at 808 N. E. 2nd Ave., Miami, Florida 33132.

From the Ships at Sea

Ship's Delegate **Chadbourne Galt** reported from the *Del Norte* (Delta) that "we had a few minor beefs at the beginning of the voyage, but we had them squared away right off." **Stanley Wright**, third cook, was hospitalized in Buenos Aires, Steward Delegate **Carl Treidler** stated. He received \$50 from the ship's fund, and a wire was sent to Headquarters informing them of his hospitalization. **Leroy Rinker** replaced Brother Wright as third cook. Rinker, who is the ship's movie director, reported that "we are having our cinema-scope lens for the projector repaired in New Orleans." **Bill Kaiser**, ship's treasurer, said that the eight movies for this voyage had cost \$207.80. The movie fund now is left with \$282.50 while the ship's fund totals \$69.14. A motion was made by **Bill Ekins** that the steward department should get a vote of thanks for the "good cuisine" and special thanks for the excellent Thanksgiving dinner. A request was made by **Chad Galt** that the men on watch should get dinner a few minutes before five now that it gets dark so early. **Mike Armando** is serving as deck delegate and **Frankie Labigang** is the engine delegate.



Rinker

Meeting Chairman **R. Charroin** reported from the *Malden Victory* (Alcoa) that **Harold Strauss**, steward, and his department were complimented on the excellent Thanksgiving dinner they turned out. It was well directed, prepared and served, the Seafarers all agreed. It was a concerted effort by the whole department. Brother **Charroin** said. Ship's delegate **Anthony Notturmo** wrote that the vessel is headed toward Manila and that so far there have been no beefs reported. A discussion was held on the proper use of equipment such as the washing machine, ice maker, refrigerator, etc.

Meeting Chairman **R. Charroin** reported from the *Malden Victory* (Alcoa) that **Harold Strauss**, steward, and his department were complimented on the excellent Thanksgiving dinner they turned out. It was well directed, prepared and served, the Seafarers all agreed. It was a concerted effort by the whole department. Brother **Charroin** said. Ship's delegate **Anthony Notturmo** wrote that the vessel is headed toward Manila and that so far there have been no beefs reported. A discussion was held on the proper use of equipment such as the washing machine, ice maker, refrigerator, etc.



Strauss

Seafarers on the *Mount Vernon Victory* (Victory Carriers) were asked to donate whatever loose money they may have to the ship's treasury, which is down to \$6.35, the ship's treasurer, **A. D. Brodie**, reported to the LOG. **T. S. Kline**, ship's delegate, wrote that he had a talk with the Captain concerning draw as the ship headed for Singapore and Bahrain. No disputed overtime or serious beefs were reported by delegates, **Kline** wrote.



Brodie

A motion was made on the *Penn Exporter* (Penn Shipping Company) that Seafarers on the Persian Gulf run be allowed to pay-off after six months with transportation home at company expense. The motion was made by **Bill Rudd** and seconded by **Francis Pastrano**. Meeting Secretary **Z. A. Markris** wrote that **Frank Gutierrez** was elected to serve as ship's delegate. No beefs or dis-



Markris

puted overtime was reported by department delegates. **Arturo Aguilar**, steward department delegate, reported that one man was hospitalized and then sent home from the port of Freeport. The steward department was given a hearty vote of thanks.

Meeting Chairman **Ivar Anderson** wrote from the *Overseas Traveler* (Maritime Overseas) that a motion was made and carried that a shipboard meeting should be held twice on this voyage. Brother **Anderson** said that the Seafarers agreed the ship's delegate should be rotated between departments. Meeting Secretary **O. Oakley** reports that Brother **Anderson** was chosen to serve as ship's delegate and that the following department delegates were chosen: **Jack Arellanes**, deck; and **R. Kwitkowski**, engine. **Oakley** will represent the steward department himself.

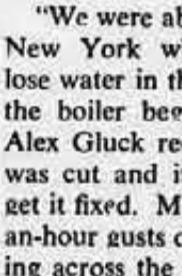


Anderson

The violent storm that struck the Atlantic and East Coast in November was also felt by Seafarers on the *Transwestern* (Hudson Waterways) as the vessel, headed toward New York after a trip to Europe. Several crewmembers related the encounter to a LOG reporter during the pay-off when the ship arrived at Bayonne, New Jersey.

Transwestern Reports Damage In Heavy Seas

"We were about 800 miles from New York when we started to lose water in the D. C. heater and the boiler began to flood," oiler **Alex Gluck** recalled. "The boiler was cut and it took 24 hours to get it fixed. Meanwhile, 140 mile-an-hour gusts of wind were sweeping across the ship, but there was no damage on deck."



Gluck

The ship took 38-degree rolls in the rough seas. Brother **Gluck**, who will soon be going for his engineer's license, added.

Raymond Anderson, FWT, reported that the ship's sanitation line broke. In addition, the starboard economizer on the boiler was disabled causing the *Transwestern* to go at half-speed for 12 hours. Even after they got the speed back, the power plant had to be killed for three more days for additional repair work, **Anderson** said.

E. C. Palmer, oiler, said that additional damage included the loss of the radio antenna and a broken boom.

Rough as it was however, there were no injuries during the heavy storm. The *Transwestern* had gone to Belgium, Holland, England and Germany with general cargo.

SIU Lifeboat Class No. 215 Casts Off



After attending the SIU's lifeboat school in Brooklyn, these men passed Coast Guard examinations and obtained a lifeboat ticket. They graduated on October 31. First row, l. to r.: **Vansyses Lewis**; **George Prasinis**; **James Catania**. Back: Instructor **Paul McGaharn**; **Steve Kulik**; **William H. Ivey**; **Jonathan Stringer**; **John Williams**.

SIU ARRIVALS

Lisa Domingo, born September 27, 1968, to Seafarer and Mrs. **Joseph Domingo**, Philadelphia, Pa.

Rafael Vargas, born October 21, 1968, to Seafarer and Mrs. **Ramon Vargas**, Playa Ponce, P.R.

Charles Hebert, born June 6, 1968, to Seafarer and Mrs. **Charles Hebert**, Gretna, La.

Donna Jean Paxton, born October 2, 1968, to Seafarer and Mrs. **Noel Bennie Paxton**, Galveston, Texas.

Jose Luis Cortez, born November 21, 1968, to Seafarer and Mrs. **Benigno Cortez**, Rio Piedras, Puerto Rico.

Rodney Johnson, Jr., born September 14, 1968, to Seafarer and Mrs. **Rodney Ray Johnson**, New Orleans, La.

Sonia Lissette Filippetti, born September 21, 1968, to Seafarer and Mrs. **Luis A. Filippetti**, Baltimore, Maryland.

Elaine Dawn Vincent, born September 21, 1968, to Seafarer and Mrs. **Hubert C. Vincent, Jr.**, Sulphur, La.

Kenna Joseph Osbey, born October 6, 1968, to Seafarer and Mrs. **James Osbey**, Houston, Texas.

Matthew Williams, born October 29, 1968, to Seafarer and Mrs. **Walter H. Williams**, Gretna, La.

DIGEST of SIU SHIP MEETINGS

FENN VICTORY (Waterman), November 24—Chairman, **Cliff Bellamy**; Secretary, **Roland Hebert**. Vote of thanks was extended to the Bosun and the crewmembers who helped painting the galley, pantry and crew messroom, for a job well done. One man missed ship in Honolulu and one man was hospitalized in Vietnam. Some disputed OT in each department to be taken up with boarding patrolman.

FAIRPORT (Waterman), November 17—Chairman, **T. Beatrous**; Secretary, **R. Bru**. No beefs were reported by department delegates. Brother **T. Beatrous** was elected to serve as ship's delegate for the second time because of the good job he performed.

HALCYON TIGER (Halcyon), November 17—Chairman, **Silcock**; Secretary, **Fred Sullins**. Brother **M. W. Murphy** was elected to serve as ship's delegate. No beefs were reported by department delegates.

WALTER RICE (Reynolds), November 29—Chairman, **D. A. Rundblad**; Secretary, **Donald W. Hanna**. Brother **D. Rundblad** was elected to serve as ship's delegate. Vote of thanks was extended to the steward department for a job well done.

DEL MONTE (Delta), September 21—Chairman, **B. G. Ladd**; Secretary, **J. Toome**. Brother **S. Heinfling** was elected to serve as ship's delegate. No beefs were reported by department delegates.

MT. VERNON VICTORY (Victory Carriers), November 16—Chairman, **T. S. Kline**; Secretary, **A. D. Brodie**. Brother **T. S. Kline** was elected to serve as ship's delegate. \$6.35 in ship's fund. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

OVERSEAS PROGRESS (Maritime Overseas), November 11—Chairman, **E. C. Barnhill**. No beefs and no disputed OT was reported by department delegates. Brother **Henry Banta** was elected to serve as ship's delegate.

WESTERN PLANET (Western Agency), November 24—Chairman, **J. Knudsen**; Secretary, **R. Mills**. Some disputed OT and other items to be taken up with boarding patrolman.

PRINCETON VICTORY (Columbia), November 10—Chairman, **P. E. Stonebridge**; Secretary, **John C. Reed**. Brother **Bob Gannon** was elected to serve as ship's delegate. No beefs and no disputed OT was reported.

ROBIN GOODFELLOW (Moore-McCormack), November 11—Chairman, **Stanley Jandora**; Secretary, **William M. Hand**. Various repairs were discussed. Few hours disputed OT and minor beefs in each department.

CITY OF ALMA (Waterman), November 10—Chairman, **John L. Munnerlyn**; Secretary, **John L. Munnerlyn**. Ship's delegate reported that there are no beefs and everything is running smoothly.

MOHAWK (Mohawk Shipping), November 24—Chairman, **George Callard**; Secretary, **Peter Jomides**. Brother **Peter Jomides** was elected to serve as ship's delegate. Minor beefs to be taken up with boarding patrolman.

STEEL WORKER (Isthmian), November 30—Chairman, **John T. Carnes**; Secretary, **Ray S. Theiss**. \$15.25 in ship's fund. No beefs were reported. Everything is running smoothly. Some disputed OT in deck department. Vote of thanks was extended to the radio operator for repairing movie projector. Discussion was held regarding water.

Aboard the Steel Executive



When the *Steel Executive* left San Francisco these Seafarers were among the crewmembers aboard the vessel. Left to right are: **Pablo Pacheco**, AB, **Angelo Reyes**, chief cook, **Frank Charneco**, bosun, and **Charles Johnston**, third cook. The ship was heading for Vietnam.

Picket Duty Always Pays Off

To the Editor:

The SIU is organizing the unorganized here, and this is as it should be. The Union is offering the help needed to provide better wages, working conditions and other benefits.

Many of the younger members, yes, and some of the older ones, object to standing picket duty with the workers who are trying to organize because they are not seamen. It matters not what craft these men and women work in—they asked for and are receiving help to organize. We asked for such help many years ago. The unions that came to our aid were not seamen's unions—they were the coal miners, fishermen, bag makers, butchers and many, many others.

There are many members who take the many benefits we have today as a matter of course. They are wrong, for we have to stay strong to hold these benefits. In order to understand just how good we have it today, they should go back a number of years to know how things were aboard ship before we organized.

Organization of the Seamen's Union began in the 1900s. The SUP, MFOW and MC & S had to ship out of fink houses until we were strong enough to strike.

LETTERS To The Editor

In 1934 we did strike—against the filthy conditions we had aboard ship and the low wages. An AB received about \$45, with a hay mattress, blue sheets and blue pillow cases. But you furnished your own blanket, and if a man did not tie down his bedding, the bed bugs and roaches would pull them from under him.

For breakfast we had eggs as the cook wanted to fix them, greasy potatoes, no dry cereals, milk or toast. For dinner we had meat, one potato, one vegetable, soup and pudding if the cook felt good. We had no condiments, jams, jellies or fresh milk. Supper was the same kind of slop and there was nothing we could do about these conditions except wait for the day we could strike.

That day came in 1934. We were not ready, but we had served notice on the ship owners that they could expect more of the same. We made only a little headway. But we found out what we had to do—that was to build a strike fund and ask the help of other unions.

In 1936 we struck again and were out for 96 days in the winter time with snow, ice, sleet and rain. We needed help and many trade unions came with money and food, as well as any other aid they could give—standing picket duty when needed.

In 1936 we made the headway we had been working towards in our negotiations. We got better working conditions, wages, overtime. We won overtime for Saturday and Sunday and any work done after eight

hours. We got recreation rooms, white linens, new mattresses and blankets. We got better food, with fresh milk, cereals, condiments and many other items. For dinner we received two meats, two vegetables, potatoes, pudding, etc. For supper it was the same. At breakfast, we got eggs to order, bacon or sausage.

The basic rules we set in our negotiations were to be used in other seafaring unions, such as SIU. We had on our strike committee, Harry Lundeberg, then patrolman for SUP in Seattle; J. L. Norkguar, agent for MC & S; Gene Burke, secretary for MC & S.

Since 1936, all unions have been receiving better and better working conditions, wages, and benefits such as vacation pay, family medical aid. I think that all of you will agree that it pays to stand picket duty once in awhile.

William H. Thompson
Book No. T-378
Houston, Texas

Welfare Benefits Praised by Seafarer

To The Editor:

I would like to take this time to give my many, many thanks to the SIU Welfare Plan and to Raymond Herold of your Baltimore office for the prompt and efficient way my disability claim has been handled.

I was injured in an automobile accident, August 23, 1968. The very next week, I started receiving my disability claim checks and have been able to rest assured of them coming in every week thereafter. It is bad enough not being able to work, but these checks sure made things a lot easier for my wife and me to meet our obligations and keep the wolf away from the door.

Again, I want to thank all concerned for going out of their way to bring my checks to me at my home when I was unable to leave the house and get to the hall to pick them up. Thanks a million. It is a privilege to be a member of the SIU.

Sincerely,
William Ostendorf
Baltimore, Md.

Seafarer Praises SIU Welfare Plan

To The Editor:

Just a line or two to testify that the Seafarers Welfare Plan has saved the best until the last. In other words, when it's most needed and appreciated

First, it was maternity benefits for my wife when our baby was born. More recently, the benefits (tax-free, thank God) I received while convalescing from an illness. The SIU welfare plan has always been honest, fair, efficient.

I hold my head high and proud in my home town due to the fact that I had the presence of mind to pick up my book again after retiring it after World War II. I am also happy to say that my son Bruce is coming home from Vietnam this month.

Sincerely,
Clarence Cousins
Book No. C-59

Seafarer Helps Battle VC Raiders Between Chores Aboard Chatham

When Seafarer Rudy DeBoissiere of the steward department sails to Vietnam, the sounds of battle are not strange to him. Brother DeBoissiere won the Silver and Bronze stars while serving with the Army in Korea. Recently, while riding a Navy Swift Boat in the vicinity of Bong To, he found himself battling the Viet Cong. He related the encounter to a LOG reporter from Houston, where the New York City-born Seafarer makes his home.

"The Viet Cong attack vessels traveling along the Saigon and other rivers, by using junks similar to the Japanese sampan," DeBoissiere explained. "Many U.S.-flag merchant marine vessels have been attacked as well as Navy ships and the Americans counter by using the little fiber glass Swift Boats to patrol the various inlets, coves and other haunts Communists like to hide in. The fast little boats are equipped with radar and are heavily armed."

Because his service record is known to some of the Navy men, they have invited DeBoissiere along on several of the patrols. Previously, he had also accompanied them in the Cam Ranh Bay area. "I'm not a hero and I didn't expect to get involved in any fighting," the 39-year old seaman said, "but suddenly all hell broke loose and I'm really lucky to be here."

About 20 Communists on four junks attacked the boat DeBoissiere was on and tried to board her. The Reds opened up with automatic small arms fire from Chinese Burp Guns which the Seafarer had seen before in Korea. "They are effective at close range and can really smear you up," he said. The guns fire a 45-calibre shell.

Killed Four Reds

The four-man Navy crew and their Seafarer-ally had M-16 rifles in addition to the boat's own mounted weaponry. As the Reds attacked from their dark-colored junks, the fighting was close and fierce. Brother DeBoissiere fired his M-16 to kill three of the Communists and used a hand knife to kill a fourth.

On Far East Run



Sailing as electrician during a recent trip of Beatrice Victory is John Griffith who also served as ship's delegate. The ship was docked at Yokohama's North Pier.

The Americans sunk all the junks and took two prisoners in addition to the casualties they inflicted. The bosun's mate on the Swift Boat was injured and DeBoissiere helped bring him back to his base. The Seafarer has great respect for the Navy patrols. "They do a fine job," he said. "The men are young, efficient and thorough. They deserve a lot of credit and are seasoned fighters." Proud of the effectiveness of the patrols, he believes the Viet Cong are dangerous only when they have you outnumbered.

DeBoissiere was steward on the Chatham (Admiralty Marine Corporation) at the time of his Saigon River adventure and has made a number of trips to Vietnam. He has great respect also for the Montagnards, South Vietnamese mountain tribesman who have been staunch supporters of the Americans during the fighting.

Although he said he didn't think of himself as a hero, the 11-year SIU veteran has a war record from Korea that belies his words. He joined the Army at 17 and served nine years, achieving the rank of sergeant. Long before the establishment of the now-famous Green Beret's, DeBoissiere received extensive Guerrilla training. He speaks five languages, including Chinese and Japanese.

Heartbreak Ridge

When the Korean conflict broke out, DeBoissiere was a member of the 24th Division of the 21st Infantry. His Bronze Star came for an action during one of the battles at Heartbreak Ridge—among the most famous of the Korean War. "The Chinese like to blow bugles during a fight and were blaring away when they charged our position," he recalled. "My men had to make it down the mountain to safety and I stayed behind to cover them."

In so doing, he was captured and sent to a Chinese-run prison camp in Manchuria. "They fed us only two bowls of rice a day," he said, "and because they didn't have enough food, the Reds put opium powder in the food to dull the pangs of hunger."

After a year and a half, DeBoissiere, in the company of five

other prisoner's, escaped. "I made a knife out of a sharp stick and knifed a guard and we escaped," he recalled. "We made our way along the Yalu River and eventually ran into a contingent of Turkish U.N. troops who picked us up. We wouldn't have made it back without them. I spent two months with them. They are among the best fighting men in the world and they are true and honest people. The Turk's word is always good and I found them to be both friendly and fearless people."

Commando Raid

The Silver Star came for a commando raid in which he parachuted behind enemy lines at night. The raid was made by twenty men at Inchon near the North Korea border. The Seafarer explained that the mission was aimed at a bridge that enabled Chinese and North Koreans to move freely into the South—avoiding a route heavily fortified by the Allies. "Although the Reds were waiting for us, the bridge, attacked from the North end, was blown up," he recalled.

DeBoissiere and two others stayed behind to cover the demolition party. The Reds were led by a soldier whose skill impressed DeBoissiere. He used expert flanking strategy against the Americans and the fighting was hand to hand. The Seafarer felled this man with a kidney punch and held a bayonet to his throat to make sure he was subdued.

After dragging the man back with them, Brother DeBoissiere said, it was found out that he was "an important Chinese bigwig. He spoke English and Japanese and was very smart. I was under orders not to talk about him and to this day, I am not certain just exactly who he was."

In 1957, DeBoissiere began his sailing career. "I have always loved the sea and have five brothers, all of whom sailed with the SIU," he said. Frequently a ship's delegate, DeBoissiere joined the Union in Baltimore. He is a great believer in the Union's goals and spoke highly about the way the SIU always had jobs for returning service men.

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

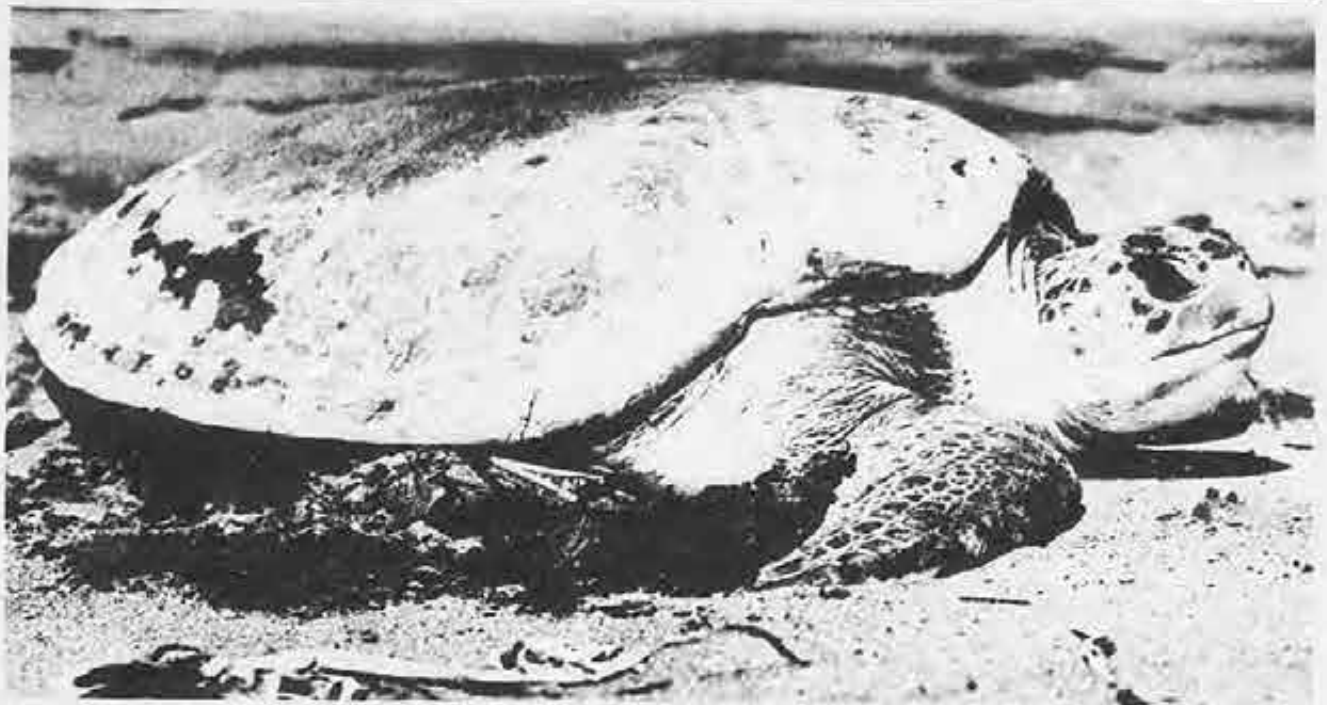
STREET ADDRESS

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.....



THE SAME MOON that shone upon the dinosaurs in the dense forests many thousands of years ago casts its pale radiance over a lonely beach at Tortuguero, on the Caribbean coast of Costa Rica, today. The night is filled with the ceaseless booming of the breakers which cascade onto shore and shatter amid hisses of shimmering white foam.

Riding the crest of these surging seas is a creature which looks like it too, might have been more at home in the prehistoric past. It strikes the sand with a loud bump, is lifted by the next wave, only to drop and scrape the bottom. Slowly, one scaly limb reaches forward and is followed by its opposite member, dragging the heavy body. The serpentine head darts this way, then that, the moonlight glistening on its wet, scaly skin. It pokes its nose into the wet sand, nuzzles it, plods ponderously forward. The creature is a turtle—a green turtle weighing a massive 360 pounds—and it is soon joined by another, then more and more, all laden with hundreds of eggs and each with a driving need to deposit its load in a favorable location.

At first, the giant amphibian is skittish, and the slightest stir is enough to send it on its tortuous way back to the sea—to try again at a later time, perhaps at another locale.

Once having been satisfied that the spot is right and conditions safe, however, the turtle begins to scoop out the sand, using all four flippers. The onset of the digging process acts like a shut-off valve to all other concerns—it no longer pays any attention to its environment or to danger, but continues the nesting process until the required, funnel-like area is scooped out, the eggs deposited—about a hundred to a nest—and the hole is safely covered over with sand. Having accomplished its task, which takes about an hour, the heavy creature then heads again towards the temporary comfort of the sea, only to return to shore up to five times to nest again during the same brief breeding season.

Once deposited in the pit, the eggs are incubated in the hot sand beneath the tropic sun for a period of about 60 days. Nature has to be prolific here, as in many other places. The newly hatched young are easy prey to a wide variety of birds as well as other predatory land animals. Those that manage to reach the sea often are victims of sharks, whales and other large fish.

Slow as the turtle is on land, in its natural sea habitat it is a marvelously rapid swimmer, propelling itself vigorously with its large, powerful foreflippers as fast as a man can run.

Annual Nesting Place

Tortuguero has one undeniable claim to fame. Each summer, from July to September, streams of sea turtles come there to nest. They come in two main migratory streams—one from Panama and Colombia, the other from the Miskito Cays and Nicaraguan coast. Some come from the farthest reaches of the western Caribbean and a few from even beyond.

No one ever seems to see them on their way—you would expect floating islands of them—but they just show up, almost completely unobserved along their route.

As is the case with many other migratory animals, the big—and as yet unexplained mystery—is how do the turtles guide themselves to their objective?

The U.S. Navy's Office of Naval Research has been studying the green turtles in the hope that some methods of gaining guidance from earth's landmarks, as yet unknown to man may turn up. So far, all they have been able to learn about these creatures is that they have a strong homing urge, are able to hold a true course in the open sea, and seem to know exactly where they want to go through some unknown observations or information picked up by their own senses.

In colonizing the Americas, the green turtle was a not unimportant factor. It was available in large quantities and was easy to catch. Large enough to provide as much meat as a calf, the sea-going animal was an ample and popular source of food.

When the Old World sent its ships to the Caribbean, the food shortages for both the seamen and the slaves aboard led to regular wholesale raiding of turtle beaches. Eggs were strung like beads and dried. Old turtles were turned on their backs and either barbecued on the beach or stored in the holds of ships until needed. Available evidence indicates that there were once many nesting places for the green turtle in the Caribbean. However, only Tortuguero's Turtle Bogue and Aves Island remain today. Aves Island, a hundred miles off Monserrat in the Leewards, seems to be gradually disappearing into the sea. Its increasing inaccessibility to predators is probably the main reason the green turtle nests there but it, too, will be abandoned when it becomes submerged.

Some ambitious measures are being taken today to prevent the prolific species of turtle from disappearing entirely for want of spawning grounds. The Caribbean Conservation Corporation has forbidden the taking of eggs and of nesting turtles along the entire Caribbean coast of Costa Rica. Efforts are also being made to re-establish green turtle rookeries on other beaches—particularly where it is believed that former nesting sites existed. Batches of hatchlings from Tortuguero are brought to such areas and released there in the hope that they will grow to maturity with some recollection of the smell, taste or feel of the place where they entered the sea and return there at breeding time.

Some ambitious measures are being taken today to prevent the prolific species of turtle from disappearing entirely for want of spawning grounds.

The Caribbean Conservation Corporation has forbidden the taking of eggs and of nesting turtles along the entire Caribbean coast of Costa Rica. Efforts are also being made to re-establish green turtle rookeries on other beaches—particularly where it is believed that former nesting sites existed. Batches of hatchlings from Tortuguero are brought to such areas and released there in the hope that they will grow to maturity with some recollection of the smell, taste or feel of the place where they entered the sea and return there at breeding time.

Success Doubtful

There are strong odds against this program. Of the many thousands of hatchlings, very few survive, and those that do will not breed until they are about six years old. Some resident colonies seem to have taken hold, however.

A total of five kinds of sea turtles exist, worldwide. They are green turtles, leatherbacks, loggerheads, ridleys and hawksbills. Belonging to the reptile family, they are among the oldest species on earth.

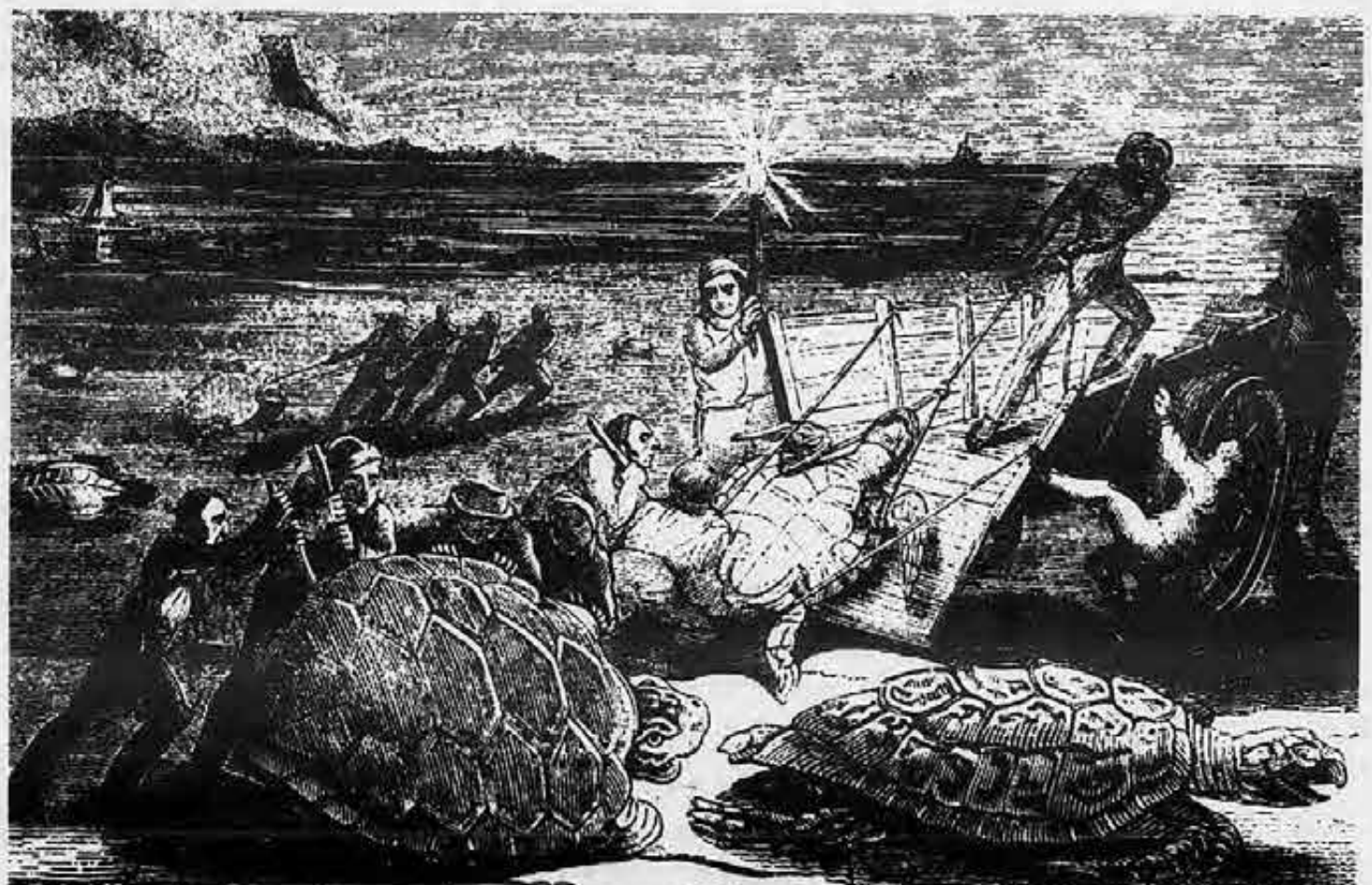
As much as the migratory abilities of the grown mother turtles are to be admired, the ability of the newly-hatched young to find their way to the sea is little short of miraculous.

Most often, the nest is located at some distance from, and out of sight of the water. Despite this, the emerging hatchlings invariably find their way around, through, or over obstacles—whether in daylight or at night—and often with the sun or moon hidden from view. Since they swim on contact with the water, the touch of wet sand may cause premature swimming efforts but their sea-finding ability is believed to be primarily related to the quality of light in which they move.

One of the major unsolved mysteries of turtle life is what happens to the young during their first year of existence. They seem to disappear—at least no scientist has been able to find them at this stage, despite copious searches of shore areas. Whether they can be found or not, however, a prime reason for survival is thought to be the coloration of the green turtle—dark on the upper parts of the body and white below. The dark top tends to camouflage it from predatory birds; the light bottom from hungry fish.

As for food—the reptile spends the first year of its life at sea, and therefore supposedly subsists on small animal life during this period. After that it is a strict vegetarian which feeds on a variety of grasses—turtle grass, manatee grass, Cuban shoal grass—and other available marine plants. Along the shoreline grazing is easy, food is plentiful, and the animal grows rapidly. The size of a green turtle is a poor guide to its age, reflecting mainly how plentiful food may be at any given time.

Despite conservation efforts, poachers still kill many turtles. What they are after is calipee, the cartilage that is cut out from the bottom shell and is a great delicacy. In other areas, particularly among non-meat eating peoples, poachers seek the eggs which are much sought after as a food staple. Due to human and animal predators, conservation measures are the only hope if these unique relics of the distant past are to survive.



Old print showing turtling operation on the coast of Cuba. Green turtles once nested on the Caribbean beaches of the island, but the colony there has been almost completely wiped out—probably by such intemperate exploitation as the print suggests. Today, poachers are interested mainly in such items as calipee or eggs.

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

The Best New Year's Resolution There is!

**Buy Only Products
and Services
Bearing the Union
Label or Seal**

Every dollar spent on union-made merchandise or service helps to insure the job security of fellow trade unionists throughout the nation. In addition, the AFL-CIO Union Label and Service Trades Department urges all union consumers to identify themselves as union members to sales employees when shopping in order to strengthen the influence that union buying power can have on a community.

