



## Proper Use of American-Flag Fleet Cited as Answer to Payments Deficit

WASHINGTON—The U.S. balance-of-payments deficit can be eliminated through "the proper utilization and encouragement of the American-flag merchant marine," Representative Robert Giaimo (D-Conn.) said here recently.

"If we had been utilizing the American merchant marine properly, as we have not done for 20 years, then in all likelihood we would not have to deal with any balance-of-payments problem today," he told a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department.

Calling attention to booming foreign trade since World War II, the Connecticut Congressman said it is a "sad commentary" on Federal maritime policy that "throughout this period of boom and growth in foreign trade, more and more of this tonnage has crossed the seas aboard ships of other nations."

He charged the Administration has remained "stubbornly and strangely silent" on the question of the potential impact of the proper use of the U.S. maritime industry for restoring a favorable balance-of-payments account. "It has remained silent in the face of the fact that the merchant marine is the great common denominator in our international trade," he said.

### Would Keep Dollars Home

When our international trade on foreign ships, he explained, money flows out of the United States in the form of wages to foreign crewmen and profits to foreign shipowners. "On the other hand," he said, "when our cargoes are shipped in our vessels, we keep the dollars in the U.S. because American seamen spend their wages in America to support and educate their families, shipowners buy their fuel and provisions in American ports and

their ships are repaired and, hopefully, built in American yards."

Giaimo urged an immediate start on a program to "rebuild our merchant fleet." The profitable operation of new, fast ships should be encouraged, he said, by guaranteeing preference to U.S.-flag vessels in the transport of Government-generated cargoes.

Emphasizing the importance of assuring cargo for American ships, he said "we would be foolhardy to embark on a large-scale shipbuilding and fleet modernization program" without making it possible for U.S. shipowners to compete for "our growing international trade. We cannot have vessels that go directly from the shipyards to the boneyard, for lack of cargo."

### Urges 50-50 Overhaul

Among his recommendations for accomplishing this objective was a suggestion for overhauling existing "cargo preference" laws and practices.

Legislative attempts to guarantee to U.S. vessels preference in transporting foreign aid, Food for Peace and other Government-generated cargoes has failed, he charged, because Federal agencies involved have "administered the law in such a way as to deprive our fleet of its rightful share of the business."

Accusing the agencies of interpreting the 50-50 requirement of the Cargo Preference Act as representing a ceiling, Congressman Giaimo said Congress intended it should serve as a floor.

"The law is quite specific in stating that American flag ships should carry 'at least' 50 percent

of the gross tonnage," he pointed out. Congress had in mind that more than 50 percent, if possible, should be shipped in American bottoms, he added.

"These practices have worked to the detriment of the U.S.-flag fleet and to the detriment of our balance-of-payments account — because we ship our dollars abroad when we employ foreign ships to carry our goods overseas," the Congressman said.

"The way to make cargo preference work is to end the present 50-50 requirement, and replace it with a provision that calls for moving every ounce of "give-away" agricultural commodities aboard U.S.-flag vessels. This would remove any excuse the agencies might want to offer for misinterpreting the law.

"We must take steps to end our reliance on foreign-flag ships; a reliance which today results in about 95 percent of all our import-export commerce traveling aboard foreign vessels. By regaining our lost supremacy on the high seas we surely would regain a favorable balance-of-payments position."

## Joint Oil Union Body Sets Final Bargaining Program

TULSA, Okla.—A ten-point program designed to bring membership gains estimated at 97 cents per hour during the term of a new contract agreement was finalized in a two-day session held by the Union's Nationwide Coordinating Council here last month.

The Council, which is composed of 17 unions representing 200,000 workers in the oil and allied industry throughout the United States, includes the SIUNA-affiliated International Union of Petroleum Workers and the SIUNA. The session was chaired by UNWCC President William "Bill" Holper and Secretary-Treasurer Sam Swisher. Its purpose was to finalize the wage and bargaining policy set at a policy meeting in Washington last May.

Designed to bring the UNWCC membership gains which are long overdue in the oil industry, the program reflects current and future adjustment needs resulting from economic and technological changes.

### 10-Point Program

Included in the program are: common expiration date of all contracts to be Nov. 30, 1970; a 12-percent wage increase each year of the contract; a cost-of-living escalator clause to maintain employee buying power and to relieve fixed pension incomes; full optional retirement at age 60 with no reduction and with full separation of Social Security from the pension plan, fully paid by the company; full company-paid hospitalization, medical and insurance plans with Joint Administration; all overtime at double time rate.

Also provided for are a five percent minimum differential for the evening shift—and 10 percent for midnight shift; double time plus holiday pay for all hours worked on a holiday; vacation pay at time and one half the regular rate and two additional holidays.

The Council unanimously adopted a "Hot Line" system to communicate notifications and significant breaks in bargaining, and to coordinate economic action.

## Taxis Roll Again as SIUNA Drivers Overwhelmingly Adopt 3-Year Pact

CHICAGO—Striking SIUNA cabdrivers here ended a two-week-old walkout on August 30, and approved a new three-year agreement by an overwhelming majority. The workers are members of the SIUNA-affiliated Local 777, Democratic Union Organizing Committee.

The agreement was hailed by Everett Clark, president of Local 777.

"Everything, for everyone in this contract is raised," he said. "It is the best contract I've ever seen, and I've been a cabdriver for 25 years."

The strike, which involved 5,400 drivers and 600 mechanics, began August 17—seven weeks after the old contract expired on June 30. The new contract is retroactive to July 1.

The companies struck were Yellow and Checker, the presidents of which refused to meet across the bargaining table with the Union and its membership-elected Negotiating Committee for most of the two months of negotiations.

### Pledges Full Support

Immediately after the strike was called, SIUNA President Paul Hall had pledged the full support of the International until the negotiations were successful.

The Union's proposals originally were presented to the companies in June, after the membership had been polled by mail regarding the items they wanted in the new contract.

The Negotiating Committee was headed by DUOC President Clark and SIUNA Vice President John Yarmola.

Under the new three-year contract, full-time drivers will get across-the-board raises in commissions.

Drivers with two years service

will get 47½ percent of fares collected; drivers with four years, 48 percent; drivers with nine years, 49 percent and drivers with 10 years, 50 percent. Under the old contract, 47½ percent was the top commission after 15 years of service.

Pension benefits were also raised, from \$82.50 a month to \$100, for drivers 65 years old with 25 years service. Earlier retirement—at a pro-rated level—is permitted at ages 62 through 64 with 25 years service. Under the old contract there was no early retirement.

### Increased Vacation

Vacation time was increased so that drivers will now get two weeks after three years service, three weeks after nine years and four weeks after 20 years. The old contract allowed only three weeks after 12 years, and no fourth week.

Hospitalization benefits for employees will increase from \$22.50 a day to \$34.50 immediately, and continuing in steps, to \$38.50 in 1970. Similar increases were won for dependents. Surgical benefits will go from \$300 to \$400 and other miscellaneous hospital fees from \$200 to \$300.

For the first time, part-time drivers will get \$2,000 accidental death-on-the-job insurance. Full-time drivers will get up to \$10,000 insurance benefits; previous life insurance coverage was \$4,000.

Paid holidays allowed inside

workers were doubled from three to six a year.

Wages were increased for inside workers from 24 to 27 percent, which represents \$900 a year increase for each of three years.

Another provision of the contract is that the companies agreed to place special bullet-proof partitions in some vehicles on an experimental basis in an effort to protect drivers.

This was a critical demand by the Union. If the experiment shows positive results, the companies said they will put the partitions into all their cabs.

Another section of the contract prohibits the use of lie detector tests in determining whether a driver who claims he was robbed is telling the truth.

The companies also have agreed to recognize the Union's safety committee and its inspection of company premises and equipment.

### Certified in 1961

When Chicago cab drivers quit the Teamsters in 1961, and DUOC was formally certified, it negotiated with Yellow and Checker for ten months before finally calling a walkout that lasted for 20 hours and produced the first contract between the Union and the companies. The 1962 strike was the first to hit the Chicago cab industry since 1937.

The same management attitude and stalling practices forced a 23-day strike in 1965.

### At The Morning Job Call



Seafarer Shaif Yafaia throws in for a job with Headquarters Representative E. B. McAuley in the New York hall. Brother Yafaia, who sails in the engine department, shipped aboard the Fort Hoskins.

## Fred Stewart Dead at 55; Was Long-Time SIU Official

NEW YORK—Fred M. (Freddie) Stewart, a veteran officer and member of the Seafarers International Union, died in his sleep on September 4 at his home here at 620 Lenox Avenue. He was 55 years of age.

A Headquarters Representative for the SIU in New York, Stewart was unopposed as a candidate for reelection in the Union's forthcoming elections. He had served as an elected SIU Headquarters Representative since 1960.

Formerly a seaman, Stewart had been a member of the Seafarers for the past 30 years. Brother Stewart had been active in the early organizational campaigns when the SIU was first established in 1938.

His experience in the steward department, as a seaman on both American-flag and foreign vessels for many years, projected him into many of the historic battles for decent shipboard conditions for all seamen. He was especially active in efforts to secure milk, fresh provisions and other condi-

tions to improve the quality of shipboard life for merchant seamen.

Stewart served as an elected SIU Patrolman on the New York waterfront for almost 20 years, and had participated in all of the major maritime strikes and other actions which led to the development of today's strong maritime labor organizations in the United States.



Fred M. Stewart

Born in New Orleans, Louisiana, he had lived in New York City for many years and was active in various labor, community and fraternal organizations. He was a Past Master of Jephthah Lodge No. 89, F. & A. M., a member of the Consistory of the Order of Masons, and was also a member of the Shriners.

Stewart headed the SIU delegation and represented the Union on many occasions at various meetings and national conferences on housing, education and civil rights, conducted by the AFL-CIO and other organizations during the past several years.

Surviving Brother Stewart is his wife, Mae, who was with him at the time of his death.

Church and Masonic services were held on Sunday, September 8, at the Prince Hall Masonic Temple in Manhattan. Burial was at Woodlawn Cemetery in the Bronx at 10 A.M. on the following day.

## Panoceanic Corp. Seeks Two Ships To Expand Fleet

WASHINGTON—The SIU-contracted Panoceanic Tankers Corporation of New York has filed applications with the Maritime Administration to obtain two vessels for expansion of its fleet in the tramping service.

The vessels—sought under the government's Ship Exchange Program—are the VC2-AP3 Clovis Victory, built in 1944, and the VC2-AP3 West Linn Victory, constructed in 1945, MARAD announced this month.

Panoceanic Tankers Corporation owned the ill-fated Panoceanic Faith which sank in the Northern Pacific Ocean last October 9 with a loss of 17 Seafarers during a severe storm. Five other Seafarers were rescued following the disaster.

## SIU Urges Independent MARAD As Best Means to Revitalize Fleet

NEW ORLEANS—Reconstitution of the Maritime Administration as a "completely independent federal agency" was called for here last week by SIU President Paul Hall as a means of revitalizing the American merchant marine.

Blaming official neglect for a merchant fleet that has become "too old, too slow and too small" to serve its proper national defense and economic functions, Hall, who is also president of the AFL-CIO Maritime Trades Department, told the National Security Commission of the American Legion that a favorable attitude toward the maritime industry must be developed "within the Executive Branch of government."

Establishment of an independent agency to give full attention to promotion of the best interests of the industry would be "the most significant step we could take" toward accomplishing this objective, Hall said.

Emphasizing the dependency of the merchant marine on a favorable attitude by the federal government, the president of the seven-million-member MTD charged the industry's problems have been magnified by an attitude that has been hostile or neglectful "almost without exception since the end of World War II."

### Cites Soviet Menace

Hall warned that the Russians have embarked on an all-out merchant marine buildup which is inimical to American interests.

"At the present pace, they will outstrip us in world shipping by 1970," said Hall, a member of the AFL-CIO Executive Council. "They already carry 75 percent of Russia's waterborne commerce, and within recent weeks they have made a bold bid for non-Communist water traffic as well—threatening a disastrous rate war, if necessary," to achieve a dominant place in the world shipping picture.

The United States cannot reckon with this force, he warned, "if we must continue to rely on a fleet composed, in the main, of ships built in World War II."

As a "ward of the Department of Commerce" since 1950 the maritime industry has "gone steadily downhill," Hall declared. "If we're ever going to develop a rational program for our merchant marine, and if we're ever going to put such a program into action, we're going to need an independent agency."

Hall commended the American Legion for its strong endorsement of "this concept of maritime independence."

Recalling that the Legion was subjected to "considerable pressure" for supporting a House measure providing for an independent maritime agency, Hall said "we salute you for your courage in standing up to those pressures—and for standing on your principles."

The bill in question passed the House, 326 to 44, in the face of strong Administration opposition. It is now pending in the Senate where it was reported out favorably by the Senate Commerce Committee by a vote of 17 to 1.

Hall suggested the following six-point program which an independent maritime agency could

activate "to reverse the present pattern of drift and decline:"

- Increase the federal investment in new ship construction.

- Provide federal assistance for modernization of shipyard facilities.

- Encourage greater private investment in the unsubsidized segment of the fleet through tax incentives, preference in carriage of government cargoes and long-term charters for military and foreign aid shipments.

- Make certain that operating and construction subsidies are applied to the purpose for which they were intended—to help American shipowners compete with foreign operators for commercial cargo and not to give the subsidized American an edge over his unsubsidized countryman in competition for government cargo.

- Develop—as our national goal—a fleet capable of carrying 50 percent of U. S. imports and exports.

- Adhere to the principle laid down in the 1936 Merchant Marine Act which called for the building of American-flag ships in American shipyards.

Also addressing the American Legion group was Edwin M. Hood, president of the Shipbuilders Council of America, who charged the safety of the United States is being jeopardized by "inept maritime policies" that have resulted in an overwhelming reliance on foreign-flag shipping for the movement of America's foreign commerce.

Stressing the fact that only about five percent of the nation's foreign trade cargoes are carried in U.S.-flag ships, Hood stated: "No nation can remain a world power by placing the movement of its import and export cargoes at the mercy of the changing political whims of other nations. And the hazards of relying on foreign-flag vessels for logistic support of military forces overseas are even more apparent."

### Cites U.S. Lag

Hood said every major maritime nation has recognized the need for retaining control over its trade and commerce with the exception of the United States. He pointed out that the Soviet Union has 75 percent of its commerce carried in Russian bottoms.

Percentages for other nations, he added were: Greece, 53; France, 48; Norway, 43; Great Britain, 37, and Sweden, 30.

"These separate nations have determined as a matter of national will that a high degree of reliance on their own shipping resources is important to their own self interest. They have displayed a quality of resolute purpose which has not been present within our borders for quite some time," Hood declared.

He also deplored the fact that more than 80 percent of America's merchant fleet consists of ships 20 or more years of age and if the present trend of "aimless drifting" continues, only 100 new vessels will be added to the fleet by 1975, the shipbuilders council president declared.

## Nation Seizing U.S. Fishing Vessels Barred from Foreign Aid Payments

WASHINGTON—A bill that would cut off United States aid dollars to any foreign nation which seizes American fishing vessels in open seas has been signed into law by President Johnson. The measure, introduced by Representative Thomas Pelly (R-Wash.) had been solidly backed by all SIUNA-affiliated Fisherman's Unions.

There have been a total of 125 seizures of U.S.-flag fishing vessels—a majority of them SIU-contracted—in the past 15 years by foreign countries, such as Ecuador, Peru and Chile, which have been the recipients of millions of U.S. aid dollars. In most cases, the U.S. had to pay high ransoms to the "pirate" nations to secure the release of the vessels and the American fishermen who manned them.

Several vessels were seized earlier this year off the western coast of South America. The last one was the Paramount, which was taken into custody by Ecuador March 20, 1968, while it was 46 miles at sea.

These seizures were protested by the SIUNA-affiliated unions and led to the drive which culminated in the passage of the bill and its signing by the President. The law is intended to deter for-

ign aid-receiving nations from illegally seizing American fishing vessels.

Under the new law—called the Fisherman's Protective Act of 1968—the U.S. will cut off foreign aid to an offending nation which refuses to pay compensation for seizing a U.S.-flag ship.

It also provides that the American government would cover all damages and losses incurred by owners of American fishing vessels who pay a participating fee.

### Broadens 1954 Law

The new Act broadens legislation enacted in 1954 to protect American fishing vessels grabbed by foreign nations while operating outside what the U.S. considers to be another country's territorial waters. However, the Latin-American nations have been claiming that their territorial jurisdiction extends 200 miles seaward from their coasts. These claims are not recognized by the United States and there is no provision in International Law which would permit a 200-mile limit for any country.



The last official act of the late SIU Headquarters Representative Fred Stewart was presentation of first pension check to Seafarer Manuel Pinto. A native of India, Pinto lives in Flushing, N. Y. His first SIU ship was William Eaton, his last, the Steel Age.

# Democratic Platform Aimed at Continuing Progress

CHICAGO—The Democratic Party, at its national convention here last month, adopted a sweeping platform pledging "to build greatly" on the achievements of the Johnson-Humphrey Administration and spelling out the party's programs to combat poverty and social injustice.

AFL-CIO President George Meany called the platform "a common sense approach to the great domestic and international problems" facing the nation, one that workers "can wholeheartedly support."

It contains, Meany observed, "specific, sound and achievable programs to meet these problems. All are based on the belief, which we in the AFL-CIO fully share, that America can—and will—solve its problems."

Meany said the platform stood "in stark and welcome contrast" to the one adopted by the Republicans in Miami Beach earlier last month.

The contrast was marked both in the forthright liberalism of the Democratic domestic proposals and the sharp detail in which they are set forth.

Another major difference lay in the vigorous debate provoked by the Democratic plank on the war in Vietnam, a plank supporting the Administration's position in quest of an honorable, negotiated peace and rejecting the approach urged by supporters of Senators Eugene J. McCarthy of Minnesota and George McGovern of South Dakota.

There was no vocal dissent, however, from the planks dealing with domestic programs and problems.

In the area of labor relations, the platform asserts unequivocally that "private collective bargaining and a strong and independent labor movement are essential to our system of free enterprise and economic democracy."

It pledges a thorough review and updating of the National Labor Relations Act "to assure an effective opportunity to all workers to exercise the right to organize and to bargain collectively."

This overhaul of the basic labor law, the platform goes on, will include amendments to repeal Section 14(b) permitting states to enact compulsory open shop laws, extend coverage to farm workers and employees of non-profit organizations; remove restrictions on the right of peaceful picketing including on-site picketing by construction unions, speed decisions of the National Labor Relations Board and strengthen the remedies available to it, and give unions equal rights with employers to communicate with workers.

The platform declares that the government "will not do business with" companies which repeatedly violate their workers' rights to organize or which refuses to bargain with their unions.

"By all these means," the platform continues, "we will sustain the right of workers to organize in unions of their own choosing and will foster truly effective collective bargaining to provide the maximum opportunity for just and fair agreements between management and labor."

The platform planks dealing with foreign affairs and national defense run the range from the Soviet Union's invasion of Czechoslovakia to U.S. support for the state of Israel against the threat of its hostile Arab neighbors.

It warned that the invasion of Czechoslovakia and "reimposition of Soviet tyranny raises the spectre of the darkest days of the Stalin era."

But the debate focused almost solely on Vietnam. As finally adopted, the plank declares the nation's "most urgent task" to be ending the war in Vietnam and achieving a "lasting settlement" which respects the rights of "all the people of Vietnam." The platform rejects as "unacceptable" a unilateral withdrawal of troops, which would allow "aggression and subversion" to succeed.

It gives strong support to the Paris peace talks and applauds President Johnson's initiative in bringing North Vietnam to the peace table.

The platform calls for a halt in the bombing of North Vietnam "when this action would not endanger the lives of our troops in the field; this action should take into account the response from Hanoi."

Election of a post-war government, the platform says, "should be determined by fair and safeguarded elections, open to all major political factions and parties prepared to accept peaceful political processes."

But until the fighting stops, the United States should step up its efforts to train and equip the South Vietnamese army to take over "larger responsibilities," the platform declares.

It goes on to endorse the President's pledge of substantial U.S. aid in the post-war reconstruction of South Vietnam "as well as to the economic development of the entire region" and urges that Japan and the industrial nations of Europe join the effort.

An alliance of McCarthy-McGovern supporters sought, in hours of emotion-charged debate, to persuade the convention to adopt a substitute plank. This called for an unconditional halt in the bombing, a phased withdrawal of all foreign forces and recognition of the National Liberation Front—the political arm of the Viet Cong—in the formation of a post-war government.

In the end, however, the superior numbers of Administration supporters, lined up behind Vice President Humphrey, prevailed on the issue as they had on a series of earlier votes over rules and credentials.

The final roll call vote was 1,567 in favor of the majority report, 1,041 for the McCarthy-McGovern alternative.

The platform provides a full-scale review of the accomplishments of the Democratic administrations of the late President Kennedy and Johnson, including "a 90-month period of recession-free prosperity, the lowest and strongest period of sustained economic growth in American history."

For all these "constructive changes," the platform warns, the party, must view its past successes as "a down payment on the hard tasks that lie ahead."

For the future, it pledges, among other things to:

- Launch "an aggressive and balanced program to replace and augment our obsolete merchant ships with modern vessels built in American shipyards" and to assist U.S. flag operators "to overcome the competitive disparity between American and foreign operating costs."

- Revamp federal taxes "to make them more equitable as between rich and poor and as among people with the same income and family responsibilities."

- Improve the "minimum standards" covering terms and conditions of employment by increasing the minimum wage and extending its protection to all workers, enacting occupational health and safety legislation, assuring that "green card" foreign workers do not depress wages, and conditions of American workers and modernizing the unemployment insurance program through national minimum standards of benefits and coverage.

- Reduce the tax burden on the poor "by lowering the income tax rates at the bottom of the tax scale and increasing the minimum standard deduction."

- Press the goal of the new housing act to provide "a decent home and suitable living environment for every American family."

- Expand programs of aid to mass transit and highway construction and strengthen the nation's railroads.

- Broaden the war on poverty, "guided by the recommendations of the National Advisory Commission on Civil Disorders and the Commission on Rural Poverty."

- Wipe out, "once and for all, the stain of racial and other discrimination from our national life."

- Extend and adequately finance the model cities program.

- Wage "a vigorous and sustained campaign against lawlessness in all its forms—organized crime, white collar crime, rioting and other violations of the rights and liberties of others" and to further this campaign "by attack on the root causes of crime and disorder."

- Push ahead with programs for full employment, including expansion of public job and training programs for those who cannot find work and establishment of the federal government as the "employer of last resort."

- Raise social security benefits to overcome present inequities with automatic adjustments thereafter to reflect rising living costs.

- Expand medicare to cover the cost of prescription drugs.

- Establish federal standards for welfare payments to the aged, the blind, the disabled and dependent children."

- Extend medicare to disabled social security beneficiaries.

- "Fully fund" the Elementary & Secondary Education Act, enlarge the federal scholarship programs and expand loans to low-income students.

- Continue to apply principles of collective bargaining to federal employment.

- Assume leadership "in removing all remaining barriers to voter registration" and "seek to eliminate disenfranchisement of voters who change residence."

- Give full recognition to "the principle of one man, one vote in all elections," urging due consideration to the question of presidential primaries throughout the nation and reform of the Electoral College and election procedures.

## A Square Deal



Enjoying a game of cards between shipping calls at the New York hall are Seafarers J. Hanson, wearing hat, and clockwise around table Victor Tubo, Arthur Sequeira, Antonio Garcia, R. Lara.

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## UFWOC Adds Masson Wines In Latest Contract Victory

FRESNO, Calif.—The AFL-CIO Farm Workers have capped a year of organizing and bargaining efforts in Fresno area vineyards by winning a hefty package of benefits in a first contract for the field employees of Paul Masson, Inc., producer of quality table wines and champagnes.

Cesar Chavez, director of the United Farm Workers Organizing Committee signed a three-year agreement raising wages and providing union-won benefits for field crews totaling about 350 at the peak of the harvest season.

It was the latest in a series of agreements won since April 1966, when UFWOC scored its first breakthrough toward union conditions at Schenley Distillers properties.

The new pact provides a pay range of \$1.90 to \$2.55 an hour, with 10-cent increases in each of the next two years. Piece rate pickers are guaranteed an average of \$3.25 an hour.

The contract provides a full union shop and dues checkoff, union hiring hall, paid holidays and vacations.

Workers will be covered by a

special Benefits Fund the union has negotiated with other employers in the industry. The company will pay 10 cents for every hour worked into the fund, which provides comprehensive health and welfare protection.

Many of the contract provisions deal with benefits and working conditions industrial workers have had for many years—which farm workers are just now achieving through organization.

### Began Last February

Masson agreed last February, at a meeting with Chavez and AFL-CIO Director of Organization William L. Kircher, to recognize UFWOC and to start contract negotiations with a committee headed by Chavez and Irwin L. DeShetler, national farm labor coordinator for AFL-CIO.

### Mishap on the Mohawk



Chief electrician Ray Mathews (R) and chief engineer Jim McHugh, survey fallen boom aboard the Mohawk. The accident occurred while ship was docked at Inchon, Korea. Damage was limited to broken rail. The photo was taken by crew messman John D. Bennett.

## Fleets of Soviet Satellites Joining Race for Sea Power

While the United States Government continues its do nothing attitude to demands that it revitalize the American-flag merchant marine, the smaller Iron Curtain nations are taking a cue from Soviet Russia by steadily expanding their merchant fleets to grab off a larger share of the world's commercial cargoes.

As a case in point, the 13,274-ton Bulgarian ship, *Vejen*—only a year old compared to the average 25 years of American-flag vessels—called at the Port of Baltimore recently to load a cargo of soybean meal for delivery to European countries. This was the first time a Bulgarian-flag vessel had dropped anchor in Baltimore, although Polish and Yugoslavian ships have been calling there regularly for some time.

Communist Hungary has also acquired its first deep-sea vessels this year. Since the country has no deep sea port, its budding merchant fleet must be oriented to Danube River traffic. However, the ocean-going ships can reach the Mediterranean by way of the Black Sea and the Bosphorus Strait.

Earlier this year, it was disclosed that East Germany—as well as Poland and Bulgaria—was producing more merchant ships, not only for her own domestic use, but also for export to Soviet Russia.

Bulgaria, according to the captain of the Japanese-built *Vejen*, plans to build its own dry cargo ships and bulk carriers in the 10,000 and 20,000-ton classes in an effort to compete for more cargoes in other countries, as well as carrying its own goods to other European lands. These vessels will likely be built in the Black Sea port of Varna, Bulgaria's largest, and will be crewed exclusively by Bulgarians—in accordance with the law in this satellite nation.

Hungary is chiefly interested in building deep-sea vessels in order to carry an ever-greater proportion of the country's ocean-borne trade cargoes—This policy—common among Iron Curtain powers—is in contrast to that of the U.S. government, which has allowed carriage of our own foreign trade in American-flag bottoms to dwindle to less than seven percent and evidences no official concern about the trend whatsoever.

The largest of the new Hungarian vessels are the 6,200-ton *Budapest*—already in service—and a sister ship, the *Hungaria*, due this month. Also reported ready for service are two other vessels of 1,600 tons each. At present, Hungary has a fleet of 21 ships totalling approximately 35,000 tons.

East Germany now has a merchant fleet of 160 vessels, totalling 950,000 tons. It had only one ship—a 9,000 ton freighter—15 years ago. In addition to its own fleet, it has turned out 1,762,189 tons of shipping for Soviet Russia since 1952.

Poland is still working on a five-year plan to deliver 175 ships to the U.S.S.R. by 1970 and Bulgaria is committed to produce 350 smaller ships and fishing boats for the Kremlin.

Romania, too, has revealed ambitious strides in increasing its merchant fleet, not only to handle the nation's growing trade, but to bid for foreign cargoes. Almost unnoticed a few years ago, Romania's fleet tonnage has swelled from 50,000 deadweight tons to 430,840 tons since 1961.

The country's national plan for the merchant fleet is to have 70 vessels of 600,000 deadweight tons by 1970. Some 80 percent of Romania's ships have been built in the past 10 years—many of them by shipyards in Japan, Great Britain and Sweden.

The Government's Chamber of Commerce said that 2.3 million tons of goods were carried last year by the nation's own fleet. This is 11 times the total cargo carried a decade ago. The Chamber said that the increase share in total sea transport of petroleum products, ores, equipment and machinery and chemicals "shows the high technical level of the Romanian fleet and also the pattern of our trade with other countries."

Meanwhile, Russia continues to add an estimated one million tons of ships to its merchant fleet annually in an effort to move into first place among the maritime nations of the world.

### On the March With Labor

## Vice President Humphrey Launches Drive 'Right Into the White House'

NEW YORK—Vice President Hubert H. Humphrey launched his campaign for the presidency by marching with the labor movement in the Labor Day parade here as the Democratic Party gathered forces throughout the nation behind its new liberal team of standard bearers—the vice president and Senator Edmund S. Muskie of Maine.

Humphrey was in the front rank of the nearly 150,000 marchers as the parade proceeded up Fifth Avenue and declared he would continue from there "right into the White House."

The Vice President made no speeches but shook the hands of hundreds of well-wishers along the parade route and waved to the marching trade unionists as he reviewed the balance of the parade along with AFL-CIO Pres. George Meany and other labor officials.

"This is good Democratic territory," Humphrey commented.

It was his first public appearance following his nomination as the Democratic candidate for President. He used the occasion, in radio and television interviews following the parade, to renew his efforts to draw together party elements still chafing from the disputes that tore the Democratic National Convention in Chicago.

Humphrey won the nomination on the first convention ballot, receiving 1,761 3/4 delegate votes, far in excess of the 1,312 needed. His principal opponent, Senator Eugene J. McCarthy, a fellow Minnesotan, drew 601. Senator George McGovern of South Dakota, a late entry, received 146 1/2.

Humphrey's choice of Muskie as his running mate came as no surprise. The Maine senator was among those listed repeatedly as possible choices.

Muskie's liberal record and philosophy as senator, and previously as Maine's governor, complement Humphrey's own background and his approach to the campaign.

#### Praises McCarthy

Humphrey praised McCarthy during his Labor Day remarks for compelling the nation "to take a good hard look" at Vietnam and for bringing American youth "into the channel of politics." He expressed the hope that "before the campaign is too far along" McCarthy would "see fit to join us."

The moves toward party unity began, however, with Humphrey's acceptance speech, which electrified the convention delegates and brought them roaring to their feet.

The Vice President made a direct appeal to both McCarthy and McGovern, who had emerged as the candidate rallying supporters of the slain Senator Robert F. Kennedy, "to help me in this difficult campaign that lies ahead."

And he reminded the delegates who had opposed his nomination "that all of your goals, that all of your high hopes, that all of your dreams, all of them will come to naught if we lose this election and many of them can be realized with the victory that can come to us."

McGovern and numerous other Kennedy and McCarthy supporters came to the podium to congratulate Humphrey and give evidence of their support follow-



Vice President Humphrey and Senator Edmund Muskie of Maine acknowledge applause after nomination as Democratic standard bearers at Chicago convention. Between them is Mrs. Humphrey.

ing his speech, in which he proclaimed "the end of an era and the beginning of a new day."

The Vice President acknowledged the turmoil and the disputes that had marked the convention, but in a pointed contrast to the blandness of the Republican con-

vention three weeks earlier, he observed:

"Had we just papered over the differences of frank, hard debate, we would deserve the contempt of our fellow citizens and the condemnation of history . . . I submit that this is the debate, and this is the work of a free people, the work of an open convention and the work of a political party responsive to the needs of this nation."

Humphrey paid tribute to the party traditions set by Franklin D. Roosevelt, Harry S. Truman, Adlai Stevenson and John F. Kennedy. And he saluted President Johnson for accomplishing "more of the unfinished business of America than any of his modern predecessors."

#### Three Realities

He said the nation approached the presidential campaign at a time when three "realities" confronted it:

- "The necessity for peace in Vietnam and in the world."
- "The necessity for peace and justice in our cities and in our nation."
- "The paramount necessity for unity in our country."

On Vietnam, the Vice President noted that it had posed a "vexing and painful issue" during the convention. He called for recognition not only of the differences within the party over the war, but also of "the much larger areas of agreement."

And, he went on, "if there is one lesson that we should have learned, it is that the policies of tomorrow need not be limited by the policies of yesterday."

Referring to the violent clashes between police and anti-war demonstrators that had wracked Chicago during the convention, Humphrey voiced "sorrow and distress" over the incidents and the resulting injuries, declaring:

"Surely, we have now learned the lesson that violence breeds counterviolence and it cannot be condoned, whatever the source."

## New SIU Tanker Has Cruise Range Of 12,000 Miles

SPARROWS POINT, Md.—The Overseas Vivian, a 37,500 deadweight-ton tanker capable of cruising in a range of 12,000 miles because of her unique design, has been launched here at the Bethlehem Steel Corporation's yard and is being readied for winter delivery to its owners, the SIU-contracted Maritime Overseas Corporation.

The ship is the third in a series of similar vessels ordered by Maritime Overseas and will be used mainly for the carriage of petroleum products in the United States domestic trades.

However, the 660-foot Overseas Vivian, with a capacity of 330,000 barrels in 15 tanks, has been constructed so it can be easily converted to carry as much as 1,500,000 bushels of grain.

The vessel, which has a much longer cruising range than most tankers built in the United States, has dry and refrigerated storerooms, permitting storage of enough supplies for six months. When the Overseas Vivian is delivered, Maritime Overseas will have a fleet of 18 U.S.-flag tankers—with an aggregate total of 500,000 deadweight tons.

Bethlehem Steel Corporation also will soon build two larger tankers for Maritime Overseas. These will be in the 61,440-ton class and will be the largest vessels ever constructed at the Sparrows Point facility.

# Congressman Urges Senate Approval Of House-Passed Maritime Measures

WASHINGTON—The Senate was urged last week to act on two pending merchant marine bills—to create an independent Maritime Administration and to prevent registry under the American flag of vessels whose midsections were built abroad.

In making the plea, Representative Herbert Tenzer (D-N.Y.) said that Senate approval of the two House-passed measures was particularly vital because "there seems little prospect that Congress will act this year on a broad-ranging maritime program."

The New York Congressman spoke at a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department.

He noted that although both House and Senate committees have held "extensive hearings" on a proposed maritime program, only the House Merchant Marine Committee has recommended any action. The bill that emerged from committee, and which is now stalled in the adjournment rush in Congress, was "largely a warming-over of the existing programs, not any dramatic new approach to our maritime needs," Tenzer said.

### 'Close the Door'

He added that this makes it necessary for the Senate to "close the door to the threat of foreign shipbuilding," as called for in the bill on foreign-built midbodies, and to approve the maritime independence bill so that the newly created agency can "begin to work on a new maritime program."

Tenzer said that the new program must recognize "the economic, as well as the military, role of our merchant marine," and should be geared to "maximum utilization of U.S.-flag vessels in peace as well as war."

In outlining the kind of program that should be presented to the 91st Congress when it convenes in January, the New York lawmaker went on:

"It must give the American taxpayer the maximum benefit for the government funds that are invested, making sure that subsidies are used for only one purpose: To help our ships compete with foreign-flag vessels, not to compete with other American ships.

"It must recognize that, while government assistance is vital to

this industry, the merchant marine's future still is going to depend, to an even greater degree, on private investment—and government policy must be designed to encourage, not discourage—the flow of private capital into shipbuilding and ship operation."

Tenzer noted that both major political parties have adopted "strong and forward-looking maritime planks pledged to the revitalization" of the merchant fleet. "As is customary for political platforms," he added, "this year's maritime planks are general in tone. It now remains for an independent Maritime Administration, and the 91st Congress, to add the specifics, and to get to work making the promises of the Republican and Democratic platforms a reality."

### Overwhelming Vote

The Independent MARAD bill (H.R. 159) was passed by the House in October, 1967, by an overwhelming vote of 324 to 44. It was then sent to the Senate and placed before the Senate Commerce Committee for action.

Approved by that committee—at the strong urging of its chairman, Senator Warren G. Magnuson (D-Wash.)—by a vote of 17 to one last July, the measure still awaits the final endorsement of the full Senate.

Proposed policies publicly advanced by Transportation Secretary Alan S. Boyd—who has had Administration backing in his incessant, though unsuccessful campaign to have Congress incorporate the Maritime Administration into his own department—have been given a totally unfavorable reception by an increasing number of legislators in both houses of Congress and leaders of maritime labor and management.

As a result, prospects for Senate passage of H.R. 159 during the busy closing weeks of the Ninetieth Congress have brightened considerably in the light of recognition that Boyd's approach to the nation's maritime problems are not only ill-conceived and detrimental, but a very real potential threat to any hope of revitalizing the rapidly-ebbing United States-flag merchant marine so that it may once again compete effectively with the burgeoning commercial fleets of other nations—both friendly and unfriendly.

As for the Mid-body Bill, which also has been passed by the House, the Senate Commerce Committee has announced plans to hold hearings on it before the session ends. Earlier this year, the committee voted the bill out favorably but then recalled it when opponents objected.

## SIU Engineer School Produces Four More Licensed Officers



Hanson De Vito Krause Parker

Four more Seafarers have upgraded to second or third assistant engineer after attending the school of marine engineering sponsored jointly by the SIU and District 2, MEBA and passing their Coast Guard examinations. They bring to 269 the total number of SIU graduates from the school. Three men are new third assistants, while one received his second assistant's license.

Charles Hanson sailed as FOWT. A Seafarer since 1967, he joined the Union in Seattle where he makes his home. Brother Hanson is 42 years old and is a native of Spokane, Washington. He is a new third assistant engineer.

Angelo De Vito was born in Italy and lives in Brooklyn. He is 20 years old and joined the Union in New York in 1965. Brother De Vito previously sailed as FOWT before receiving a temporary third's license.

William Krause, Jr. is a new third assistant engineer. The 36-year-old Indiana native sailed as fireman, oiler and chief pumpman. He lives in Jacksonville, Florida, where he joined the Union in 1959.

A newly-licensed second assistant engineer, William Parker is 58 years old. A Seafarer since 1939, he joined the SIU in Philadelphia. Brother Parker sailed as pumpman, oiler and FWT. He was born in Florida and lives in Plant City, Florida.

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 headquarters at 675 Fourth Avenue in Brooklyn, New York 11232. The telephone number is 212-Hyacinth 9-6600.

### Checkup in Chicago



Great Lakes Seafarer Joseph Veno, who sails on the tanker Detroit, keeps an eye on the needle as nurse in SIU Chicago Clinic takes a sample of his blood as part of his periodic physical examination.

## A. Philip Randolph Retires As Head of Pullman Porters

NEW ORLEANS—A grateful nation, labor movement and the union he helped found paid tribute to AFL-CIO Vice President A. Philip Randolph as he stepped down as president of the Brotherhood of Sleeping Car Porters during its convention here this month.

Congratulatory messages to Randolph were sent by President Johnson, House Majority Whip Hale Boggs (D-La.), President George Meany and AFL-CIO Secretary-Treasurer William F. Schnitzler; Whitney M. Young, Jr., Executive Director, National Urban League, and Roy Wilkins, NAACP Executive Director, National Association for the Advancement of Colored People.

Randolph stressed in his opening day address to the convention both the progress and the unfinished tasks, but the basic tone was one of optimism.

He paid tribute to the Pullman porters who persisted during the "bitter, grey and hopeless days" of struggle for the right to organize and bargain.

"The Brotherhood gave the porter, and incidentally the Negro workers as a whole, a sense of racial and class identity and pride," said Randolph.

"While the Brotherhood fought to break down racial barriers in labor unions, it also fought against Negro workers permitting themselves to be used as scabs against their white brothers on strike."

He outlined gains in wages, working conditions, and said that the Brotherhood had lifted the

porters "from a condition of semi-serfs to the status of middle-class wage earners."

"Few men have had a more profound effect upon the social consciousness of Americans in this century than A. Philip Randolph," said the presidential message. "His courage, his wisdom, and his eloquent voice have been instruments of progress and justice for black people throughout our land. Where there was wrong, he sought to right it. Where there was bitterness, he sought to soothe it. Where there was hatred, he sought to end it."

### 'Debt of Gratitude'

In his message, Meany said the American people and trade unions owe A. Philip Randolph a "great debt of gratitude" and "on behalf of the AFL-CIO I am proud to acknowledge it."

Expressing regret at Randolph's decision to step down, Meany said he is confident Randolph will continue "with undiminished vigor to serve the cause to which you have devoted your life—the betterment of all mankind."

Donald Slaiman, Director of the AFL-CIO Dept. of Civil Rights, told the meeting that the Brotherhood and Randolph have made tremendous contributions to their members, the labor movement and to the country.

## Alcoa Cavalier Offered As Scrap

WASHINGTON—The old Alcoa Cavalier, a former passenger liner of the SIU-contracted Alcoa Steamship Company, is being offered for sale as scrap, it was announced last week by the Maritime Administration.

The 8,481-ton vessel was one of three 100-passenger ships operated by the Alcoa company on regular cruise service from New Orleans to the Caribbean. The service was ended in 1960 after 13 years of operation.

Eight other layed-up vessels were offered for sale with the Alcoa Cavalier, which is now layed up in the Mobile, Alabama, reserve fleet anchorage.

### SIU WELFARE, VACATION PLANS

July 1-July 31, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	4,524	\$ 50,061.70
Death Benefits (Welfare) . . . . .	40	84,576.23
Disability Benefits (Welfare) . .	1,187	261,200.00
Maternity Benefits (Welfare) . .	30	6,000.00
Dependent Benefits (Welfare) . .	453	91,851.50
(Average: \$202.79)		
Optical Benefits (Welfare) . . .	500	7,549.30
Out-Patient Benefits (Welfare) . .	5,658	44,635.00
<b>SUMMARY (Welfare) . . . . .</b>	<b>12,392</b>	<b>545,873.73</b>
Vacation Benefits . . . . .	1,688	693,439.86
(Average: \$410.81)		
<b>Total Welfare, Vacation Benefits Paid This Period . . .</b>	<b>14,080</b>	<b>\$1,239,313.59</b>

## Democrats' Rules Reforms Would Outlaw Discrimination

CHICAGO—A major overhaul of the rules and procedures of the Democratic Party took shape at its 35th national convention here last month in a series of actions aimed at encouraging broad participation in party affairs and eliminating racial discrimination in the selection of delegates.

The actions involved the rules themselves and contests over the seating of challenged delegations.

The convention agreed to set up two special groups—a rules commission to study and codify procedures for future conventions and a committee to assure that state party organizations offer full opportunity for participation in choosing convention delegates and alternates.

But the most dramatic changes took place in the banning of the unit rule, the historic refusal to seat the entire Mississippi regular delegation, and in compromise findings against two other regular delegations from the South—Georgia and Alabama.

The issue of the unit rule was the first dispute to reach the convention floor. Under the rule, a majority of a state's delegation controls its votes as a bloc. The rules committee recommended that enforcement be denied and that each delegate's vote be left to his "individual conscience."

Texas, one of six southern states still applying the unit rule, led the fight to keep it in effect this year. But the convention shouted down the effort by a voice vote.

The credentials challenges involved more than 800 delegates from 15 states. Most of them were brought by McCarthy supporters who sought unsuccessfully to increase their minority representation on various state delegations. The major contests, however, came under a party directive adopted at the 1964 convention that a state delegation would not be seated if all voters, regardless of race, creed or color, had not been given the chance "to participate fully" in party affairs and elections.

Acting on this directive, the credentials committee refused to seat the regular Mississippi delegation and installed in its place the challenging group called the Loyal Democrats of Mississippi.

Headed by NAACP leader Charles Evers, the Loyalist group is half black and half white and is made up of liberals and moderates in the state, including a number of trade unionists. The committee's ruling was not disputed on the convention floor.

In the Georgia case, the regular delegation—handpicked the state party chairman with the approval of Governor Lester Maddox—was initially challenged by the Georgia Democratic Forum, headed by E. T. Kehrer of the AFL-CIO Department of Civil Rights. This group later gave way to the Loyal National Democrats of Georgia, made up predominantly of McCarthy supporters.

The credentials committee found that issues of discrimination and party loyalty were present in the case but that it would be unfair to oust the entire regular delegation. A compromise was reached seating both delegations and requiring a loyalty oath. The state's 41 convention votes were divided equally between the two groups.

The Alabama delegation was challenged by two groups, one of which argued that many of the regulars were loyal to segregationist third-party candidate George C. Wallace and the other made up mostly of Negroes, charging racial discrimination.

The credentials committee called for replacement of 16 of the regulars who refused to certify their party loyalty.

## LABOR ROUND-UP

Lewis McCracken, 55, secretary-treasurer of the Glass and Ceramic Workers for the past 25 years, died last month in University Hospital at Columbus, Ohio. He had suffered a coronary attack Aug. 1 at the union's convention in Florida. McCracken, who was born in Butler, Pa., went to work for the Franklin Glass Company there in 1933, helped organize the plant a year later, and became Local 15's financial secretary. He was elected secretary-treasurer of the International in 1943, and re-elected every two years thereafter in the union's referendum election. The union will hold a special referendum to fill out the term which expires next April.

Two union officials are among five new members Secretary of Labor Willard Wirtz has appointed to the Advisory Council on employee welfare and pension benefit plans. The new labor members are John F. Tomayko, director of the Insurance, Pension and Unemployment Benefits Department of the Steelworkers and Joseph H. Davis, president of the Washington State AFL-CIO.

Jeremiah P. Sullivan, treasurer of the International Brotherhood of Electrical Workers since 1957, died in Flushing, N.Y. at 77 after an illness of several months. Initiated into IBEW Local 3 in 1912, Sullivan served his union and the New York City community in many official posts. Appointed international treasurer 11 years ago, he won unanimous election at three subsequent conventions. At his death he was an executive board member of the city AFL-CIO, the New York City Career Appeals Salary Board, the contractor's licensing board of the city Dept. of Water Supply, and a trustee of the Joint Board of the electrical industry and seven of its constituent funds.

Workers who make typewriters, calculators and adding machines at a Smith-Corona-Marchant Corp. plant in Orangeburg, S.C., voted for the Communications Workers in a National Labor Relations Board election. The vote was CWA 657, no union 402 in what the NLRB said was the largest group of workers organized since 1953 in South Carolina.

## The Key to the City



Retreating into the past is a symptom of escapism and the many problems which confront the nation will not yield to nostalgic journeys into the past.

The horse and carriage were long ago replaced by a fuel-burning and pollution-spewing contrivance of man which has brought both the world and the graveyard closer to his doorstep.

For the most part, modern man now captures the serenity of the countryside by gazing at colorful calendars which are distributed by enterprising merchants.

The decline in farming and of the rural economy has spurred a great population migration to the big cities which has resulted in a greater and greater compression of people into smaller and smaller areas.

The change in America did not come overnight. The industrial revolution signalled the beginning of the transformation from a rural to an urban society.

In the early 1900's, waves of immigrants came to our shores to escape famine and oppression in far off lands.

The abundant job market offered by urban centers lured these hapless newcomers to the cities in search of food and housing.

Then the back and knee were bent in obeisance to unprincipled employers who grew rich by subjecting their employees to

long hours and inhuman working conditions that were rewarded with a pittance.

No longer willing to submit to these indignities, workers all over the nation started to march the long, hard road which led to a strong trade union movement.

Many years have passed since the industrial revolution and the great immigration influx. The nation has made great strides forward through the efforts of organized labor and legislators concerned with the public welfare.

Despite these great advances made in the areas of human betterment during the first half of the twentieth century, the lives of millions of U.S. citizens are still blighted by the effects of poverty.

This is why many of our cities seethe with frustration and despair—the same frustration and despair which prompted the emergence of the trade union movement.

Will the poor always be with us? Yes, they will always be with us as long as some people consider them as a scourge or plague that is best tucked away in a crumbling tenement or a tar-paper shack.

The disappearance of poverty in this nation will come about only when the poor can no longer be distinguished by their occupation or the color of their skin.

# Eight Additional Seafarers Added To Growing SIU Pension Roster

The names of eight more Seafarers have been added to the growing list of men collecting an SIU pension after completing their sailing careers. The latest group welcomed to the pension roster include: Joseph Booker, Max Steinsapir, Thomas Moller, Jose Dehesa, Clyde Heirs, Edward MacDonald, Leon Jordan and Ferdinand Hart.

Joseph Booker sailed as deck engineer and FOW. A native of Georgia, he lives in Fitzgerald, Ga., Brother Booker joined the Union in 1939 in Baltimore. He last shipped on the Keva Ideal.

Max Steinsapir was born in Sweden and makes his home in New York with his wife, Blanche. A member of the steward depart-



Booker

Steinsapir

ment, he joined the SIU in 1946 in Savannah, Georgia. His last ship was the Albany.

Another steward department Seafarer, Thomas Moller first



Moller

Dehesa

shipped out during World War II. He joined the Union in New York and lives in Brooklyn with his wife, Mary. Brother Moller is a native of Denmark and last sailed on the Albion Victory.

Jose Dehesa sailed as steward and joined the Union in the Port of New York. A native of the Philippine Islands, he makes his home in San Francisco with his wife, Dolores. Brother Dehesa last sailed on the Fairport.

Clyde Heirs sailed in the steward department as chief cook. A native of Florida, he lives in Tampa with his wife, Jewell. Brother Heirs joined the SIU in that city and last shipped on the Bradford Isle.

Edward MacDonald sailed on the Great Lakes and was last employed on ships of the American Steamship Company's fleet. A native of Canada, he lives in Toledo with his wife, Frances. Brother MacDonald joined the SIU in Detroit. He held a fireman's rating.

Leon Jordan lives in Daphne, Alabama, with his wife, Inez. A



Heirs

MacDonald



Jordan

Hart

native of that state, Brother Jordan joined the Union in Mobile in 1938. He sailed as chief cook and his last vessel was the Tucson Victory.

Ferdinand Hart sailed since 1938 and joined in New York. Born in that city, he continues to live there. A steward, his last ship was the Steel Director.

## Union Aide Hails Poultry Act, Predicts Fight Over Fish Bill

WASHINGTON—A leading consumer spokesman for organized labor last week hailed the inspection law that expands the scope and effectiveness of efforts to assure that poultry is clean and safe for human consumption.

Arnold Mayer, legislative representative for the Meat Cutters, said that while poultry "isn't inherently critical or unhealthful," it spoils easily and can carry diseases that can be transmitted to human beings. He said the new law will help assure consumers that they are buying wholesome birds that have been processed in clean plants, and are getting their "money's worth."

The union spokesman emphasized that in addition to safeguards in the processing of millions of pounds of uninspected poultry now sold each year, the law, for the first time, will apply to warehousing, distribution and retailing of the products.

Mayer was interviewed on the AFL-CIO produced Labor News Conference which is broadcast on Tuesdays over the Mutual Radio Network.

Mayer said he is confident that both the meat and poultry inspection laws adopted by the 90th Congress will be "effectively implemented" by the federal and state departments of agriculture charged with that responsibility.

"It is true that the state commissioners of agriculture fought certain provisions of the (poultry) law . . . and the major part of the meat inspection act," he noted. "But this is now the law of the land and I assume they will abide by it."

He also pointed out that the law requires regular reports to Congress and the public on its implementation and operation.

Mayer predicted that fish inspection will be a major consumer issue in Congress next year, and that the fight for such a program will be even harder than the battles for meat and poultry inspection. That is so, he said, because fish presents "more serious problems than meat and poultry," and there are now no mandatory

consumer spokesman for organized labor last week hailed the inspection law that expands the scope and effectiveness of efforts

fish inspection programs at either the state or federal level.

Interviewing Mayer were Nick Kotz of the Des Moines Register, and Alan Adams of Business Week magazine.

## Repudiate Survey Attacking AIFLD, AFL-CIO President Meany Urges

WASHINGTON—A survey prepared for a Senate Foreign Relations subcommittee must be repudiated, AFL-CIO President George Meany said. He called the survey an attempt to destroy the American Institute for Free Labor Development.

In a letter to the subcommittee's chairman, Senator Wayne Morse (D-Ore.), Meany charged the document was filled with "inaccuracies, distortions, misrepresentations and contradictions."

In publishing the survey, Meany noted that the subcommittee had made it clear that "the points of view expressed do not necessarily reflect the opinion of the subcommittee or any member thereof."

Nevertheless, Meany pointed out, the survey's contents "have already been given wide circulation in the United States and throughout Latin America," sometimes as an official government view.

As an example of this, he cited a July 27 Moscow propaganda broadcast beamed into Central America which termed the survey proof that the U.S. government, the AFL-CIO and "American monopolies" are trying to "subvert" Latin America.

The survey was made by Robert H. Dockery, a former research assistant in the Pan American Union.

Meany pointed at one of the recommendations that "decisions relating to official United States-Latin American policy and programs should be under the firm control of the Department of

## Reagan Pitch on Grape Ban Refuted by Calif. AFL-CIO

SAN FRANCISCO—The California AFL-CIO has called a foul on Governor Ronald Reagan for spreading "false" information about the grape pickers' strike and urged that, "instead of siding so vociferously with the growers," he induce them to bargain with the union the strikers have chosen to represent them.

Last week Reagan sent wires to Vice President Hubert H. Humphrey, the governors of Oregon and Washington and the mayors of San Francisco and Vancouver, B.C., calling the boycott of California grapes "ill-advised" and an attempt to compel farm workers to join the union against their wishes. He claimed earnings of California farm workers are "the highest in the U.S."

Secretary-Treasurer Thomas L. Pitts of the state AFL-CIO said government statistics show the average hourly rate in Washington state is higher and that in Hawaii "much higher." He said Reagan "conveniently overlooked" the fact that median earnings of the state's regular farm workers are less than \$1,400 a year or \$27 a week.

"The workers want a union," Pitts said in rebuttal telegrams. "The UFWOC has offered to meet with the growers; the growers have steadfastly refused. The UFWOC has agreed to representation elections; the growers have refused."

Elsewhere on the grape front, widespread support of the strikers continued to mount.

Mayor Alfonso J. Cervantes of St. Louis ordered city employees to halt all purchases of California grapes as a "tangible indication of support for striking agricultural laborers in California who seek union organization and free collective bargaining." The order parallels similar action in New York, Detroit, Chicago and other cities and an agreement by Cleveland chain grocers to post "Don't Buy" signs in their stores.

The Boston Tea Party was re-created when 400 boycott supporters threw grapes into Boston harbor at the site where American colonists once threw British tea overboard.

The Minnesota Rabbinical Association voted to implement a decision by the American Jewish Committee and eight other national Jewish organizations to protest "repressive measures" by growers against farm workers. The rabbis agreed to protest "intolerable" working conditions and urge their congregations to support the boycott.

State and not delegated to a private institution or contracted out."

"If this statement refers to official U.S. government policy," Meany said, "then it is impossible as a recommendation applicable to AIFLD because the latter is a voluntary organization, an auxiliary of the AFL-CIO, with management representation in its policy board."

### 'Undemocratic Attitude'

"If this statement is directed at the AIFLD," he added, "it is tantamount to a call for its disavowal by the U.S. government. This attitude towards the relations between the U.S. government and voluntary organizations has no place in our democratic society."

As an "obvious contradiction," Meany noted that the survey at one point criticized AIFLD because "many Latins view it as an instrument of U.S. government" and in another section recommended more U.S. government control over AIFLD.

Meany attacked an attempt by Dockery to portray AIFLD as being in competition with the Inter-American Regional Organization of Workers (ORIT) in helping to promote economic growth and social justice in Latin America.

Ignored, Meany said, is the fact that "the ORIT general secretary and four of the most important Latin American labor leaders are on the AIFLD board of trustees helping to formulate its policy."

"As a matter of fact," Meany continued, "the AIFLD is supported by and in turn lends its complete support to the ORIT and its affiliated organizations."

Similarly, Meany exploded a survey conclusion that AIFLD "has involved the AFL-CIO in some awkward contradictions of its principles that the trade unions should not be tied to political parties."

### Cites Facts

The facts are, Meany stated, that the AFL-CIO has been working for more than 20 years with organizations like CTM of Mexico, CTP of Peru and CTV of Venezuela "and many other major trade union confederations that have direct ties to political parties."

Furthermore, he said the AFL-CIO has maintained "warm, close relations" with the Trade Union Congress of Great Britain since 1894, and it "is more closely tied with a political party than any free labor national center in Latin America."

DON'T FORGET TO REGISTER AND VOTE!

# It all started with a CANOE

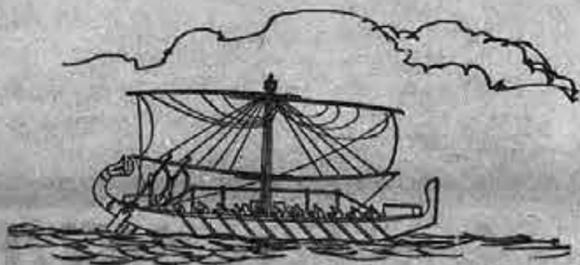


**T**HE DEVELOPMENT of ships, from the earliest, most primitive canoe-like contraption to the modern 69,000-ton giant tanker, has been spurred from the very beginning by man's quest for treasure. From the Viking's fearsome fighter to today's freighter, the transition has been mothered by man's needs. In the process, the discovery of the New World has been an incidental by-product of the main stream of adventure.

Four thousand years ago the cedar-built trading vessels of the Phoenicians were a common sight in the Aegean Sea. Probably the best-known of the ancient sailors, these people brought jewels and gold across the Mediterranean.

In the process, they built cities too—Tarshis of the Bible once stood where Cadiz stands today.

These cities were primarily trading-stations. There was as yet no need for colonization as such.



Even before the Phoenicians, the Sumerians of Mesopotamia exported their goods via vessels belonging to a sea-faring people called the Magan, who sailed the Persian Gulf.

These seafarers of long ago sailed to Britain for Cornish tin, to Norway for dried fish. From the Red Sea to the Cape of Good Hope and then home through the Strait of Gibraltar led the trail of adventure, the search for the world's treasure of every description.

In the process, they became highly skilled seamen and navigators. In that same process, they charted newly discovered lands, firing the imagination of others with whatever goods they brought back and with tales of what they saw.

One of the most famous of those early sailors was Hanno of Carthage, who, in the early 5th Century, B. C., visited the "Fortunate Isles"—known today as the Canary Islands—and sailed as far as the Cameroons, exploring the wild African Coast en route. Hanno was probably the first white man ever to see a gorilla, for he found an island off the Cameroons inhabited by these great apes, which he described as "hairy savages which clawed and bit."

Who hasn't heard of Homer's Odyssey, the story of the famous hero of the Bronze Age in what is today Greece? The people of that area were the most famous sailors of their day. They were, however, indistinguishable from pirates. A galley would board a trader, kill the crew, steal the cargo and sail away before an enemy galley could take action.

From time to time raids were made on coastal towns for plunder. Odysseus stayed away from home 10 years while patient Penelope piously protected her chastity... we can only surmise that there were more deliberate reasons for his prolonged absence than not being able to find his way home because these were excellent navigators.

The early Norsemen left crude rock-carvings scattered about Scandinavia which included carvings of camels and leopards, strange creatures indeed for that neck of the woods. Their pictographs include ships, shields and other items clearly Egyptian in origin.

At the beginning of the 5th century—about a hundred years before the Romans finally left Britain—

the Saxons were raiding the east coasts of England in their fast, shallow-draught long boats. When the Romans left, the Saxons poured in, looking for such treasures as English tin. Many of them settled there, only to be conquered by the Vikings, the great warriors and great builders of the unexcelled, open long-ships.

One must not imagine that the Vikings spent all their time fighting. They were great traders, pushing across Russia to the Black Sea, the Tigris, and into the seas of Western Europe and the Mediterranean.

Their greatest discovery was made in 1000 A.D., when a Viking named Leif Ericsson landed on a new continent, though it is questionable whether he knew it. They named the new land Vine Land, apparently impressed by the well-laden grapevines they had found.

The Vikings sent further expeditions and settled in the New Land, first trading with the Indians and then fighting them. They carried many fine and unusual products back to Norway.

The longboat gave way to the squat galleon... the emphasis going from fighting ship to cargo carrier.

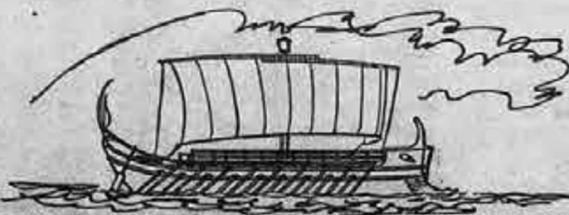
We perhaps like to think of the Crusades as "holy wars"—which they were, in a sense. However, much evidence exists that the religious aspect was more or less an excuse to raid the rich countries of the East. Again, the search for the world's treasures led many men to the land of silks and spices and jewels.

The Venetian, Marco Polo, starting out in 1271, accompanied his father and uncle on an eastern, overland expedition which was peaceful. They reached China after four years of travels which were incredible for their time and reported on the wonders they had found.

Stories of the untold wealth of China and India started many expeditions towards those "fabulous lands of mystery," and much of our Western culture still leans toward thinking of this part of the world in similar terms.

A Portuguese prince, Henry the Navigator, explored the west coast of Africa as early as 1440, establishing a slave and gold trade. He founded a school for the study of geography and navigation which had much to do with starting a man named Christopher Columbus on the idea of getting to India.

When Bartholomew Diaz rounded the Cape of Good Hope in 1486 and sailed on the waters of the Indian Ocean, a new route and a new vista to the treasures of India were opened.



Columbus sold the idea of his expedition to India to Spain after being turned down by England and by Portugal. The selling point was access to the wealth he believed he would find in the Indies. The great adventurer died never knowing he had found a New World.

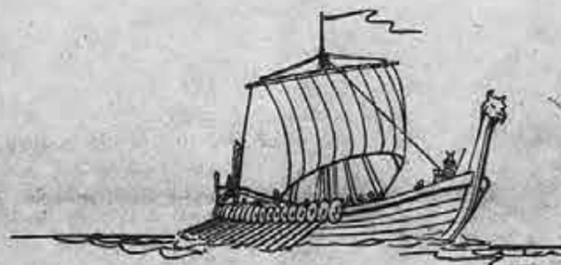
Not all the adventurers were successful. History emphasizes only those who made it.

Sailors had brought rumors to England of the wonderful perfumes and spices which could be gathered in the mysterious and unexplored Far East. A group of well-to-do English noblemen formed the English-Russian (Muscovy) Company in 1553, pooling to-

gether 6,000 pounds—a sizable fortune for those days—to get to Far Cathay.

On May 10, 1553, three little ships set out for the great treasure-hunt—the 120-ton Bona Esperanza, the 160-ton Edward Bonaventure and the little 90-ton Bona Confidentia. Those who manned them were adventurers, not navigators, however, and they had no knowledge of weather or other conditions they would encounter. The ships were soon separated by howling gales. The Bona Esperanza ended up in Lapland, where the frozen bodies of the entire crew were later found.

The Edward Bonaventure made it as far as Russia and later returned to England with breathless stories of the barbaric magnificence of Ivan the Terrible's court and the great opportunities for trade. The fate of the third ship is unknown.



Spanish adventurers like Cortes and Pizarro were more direct and ruthless. They milked the area that is now Mexico, Central and South America of gold and other precious metals, leaving a trail of blood, plunder and intrigue as their treasure ships returned to Spanish ports. Not only did they bring valuable booty, but excited all of Europe with tales of a great city of fabulous wealth wherein was reputed to dwell the Man of Gold, El Dorado. As a result the discovery of El Dorado became the fantastic dream and the irresistible lure of innumerable adventurers.

The English, not averse to gold, formed the Virginia Company in 1606, and Sir Walter Raleigh was one of its stars. The story about Walter, stressing his gallantry, is famous—what is less known is the fact that he was executed in 1618 by an angry King James I for attacking Spanish settlements instead of getting on with the job of bringing back gold from the legendary El Dorado.

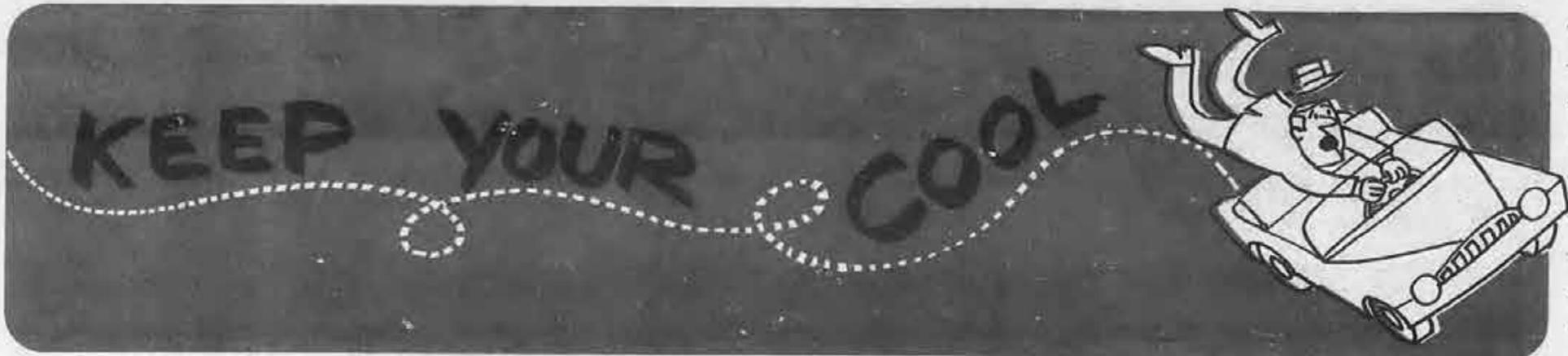
While all this was going on, the history books tell of the pirates who were ostensibly operating separately from the colonizers and the adventurers. Pirates and patriots, however, are indistinguishable. Sir Walter Raleigh could well be regarded as a pirate.

Merchants didn't tend to question the sources of their goods, so long as they were cheap. Smuggling became a regular facet of commerce. The slave trade was very lucrative, and a fortune could readily be made by hi-jacking ships on the high seas.

The famous—or infamous—Jean Lafitte was a prime example. Raider, privateer, slave-runner, he became the darling of New Orleans when Andrew Jackson called upon him and his skilled gunners to take their places behind United States artillery pieces and the British, who were closing in on the city, were decisively defeated.

John Paul Jones, the American navel hero, was a free-booter and, after his memorable service to the United States navy, ended up by serving the Russian navy.

Man's search for treasure has opened up vast areas of the world to colonization and has led to history's great explorations. But always it was the lure of riches which drove men on through daring and danger. All else was a by-product through which history was made.



Almost everyone drives today. Unfortunately, however, accident rates continue to be far too high and result in a devastating annual toll of lives lost and serious injuries.

Following are excerpts from a timely National Safety Council booklet on highway panic preventers. How many of us—or members of our families—would automatically remember what to do in the event of one or all of these sudden dangerous situations which may confront us on the nation's crowded highways today? Panic can be our worst highway enemy, as these pointers by experts illustrate.

**Your Brakes Fail**

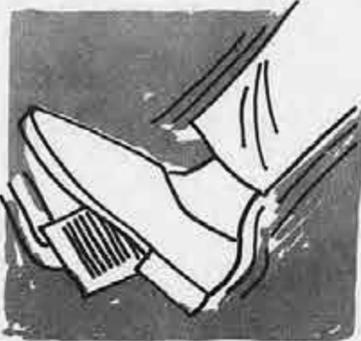
You step on the brake. Nothing happens! It's a terrifying experience. However, there are ways to stave off disaster if you don't allow yourself to panic.

First, pump the pedal. You may be able to work up enough pressure to help some.

No pressure? If the way is clear ahead, coast in drive gear and use the parking brake. If you need to slow up more quickly, shift into a lower forward gear and let the engine help.

On a hill? Look for something to sideswipe—roadside brush, a snowbank, a guard-rail, even parked cars.

Use your horn and lights to warn other drivers and pedestrians that you are in trouble.



**You Go Into a Skid**

You can be thrown into a dangerous skid by abrupt turns, sudden lane changes, or hard braking—especially on wet or icy roads.

If your rear end starts to slide, take your foot off the gas. Never turn hard away from the direction of the skid. Instead, turn your wheels in the same direction to which the rear of your car is skidding. Don't oversteer. When you feel the car regaining traction straighten the wheels.

Always avoid hitting the brakes. To stop most safely, pump your brakes hard and rapidly.

**The Accelerator Sticks**

You let up on the gas pedal and nothing happens.

First, try to pull the pedal up with the toe of your shoe or have a front seat passenger do it. Whatever you do, don't try to reach down yourself.

To stop quickly, turn off the ignition and brake to a stop. Remember, however, that if you have power brakes and steering, these become very difficult to manipulate once the engine is off. You can always leave the engine on and shift into neutral but re-

member to stop quickly and prevent racing of the engine which hurts the car's motor.

**Your Headlights Go Out**

There's only one thing to do—brake as hard as you can without skidding and strive to hold a straight course. Get off the road or off to one side quickly.

Once stopped, use flares or a flashlight to warn oncoming traffic. Use of a four-way flasher is the safest.

If everything in your car is dead, your problem is probably the battery cable. Check both terminals.

If only the headlights are out, the chances are good that only the circuit breaker has opened. With a rest, it should open and close, giving you enough light to reach safety.

**You Have a Blowout**

Keep a firm and steady grip on the steering wheel. DON'T OVERSTEER to correct the swerve.

Above all, don't slam on the brakes! Sudden braking may throw you into a spin or out of control.

Braking smoothly, get onto the shoulder and find a level place to change the tire safely. Day or night, set flares or other devices and turn on flashers.

**Your Hood Flies Up**

Brake smoothly and get off the road or as far to the nearest side as possible. You'll have to depend entirely upon the view from your side and your mirrors. On some cars you may be able to peek through the gap under the hinge end of the hood.

To prevent this dangerous, possibility, check your hood latch regularly after each time it has been opened.



**You Are Forced to Stop on a Highway**

On a road with paved shoulders, signal and pull off at near traffic speed. On unpaved should-

ers, make sure you slow down to a safe speed before turning off.

Leave headlights on—low-beam in darkness, dusk or bad weather. Use four-way flashers if you have them. Whether in daylight or at night, place a flare or other device just behind the car and another at least 300 feet further back.

Get everyone out of the car and away from traffic. Raise the hood and tie a white handkerchief, or similar banner, to the antenna or left door handle as a signal if you need help.

**Your Car Catches Fire**

Pull over to the side immediately. Use a fire extinguisher on burning wires. If you have none, try to smother burning wires with any bulky article of clothing. Don't use your bare hands—electrical burns can be serious. Never waste time trying to disconnect battery terminals. Get the jack handle from the trunk and rip

loose any burning wires. Try to flag down a passing trucker—they carry good extinguishers.

If the fire is beyond your control, get everyone away from the car before any possible explosion of the gas tank.



**You Are on a Collision Course**

A head-on collision is the worst of all accidents. If a car is speeding towards you in your lane, brake hard and head for the right shoulder. Don't try to outguess him and swerve left. He may go back to his own lane.

If the onrushing car continues towards you, get off the road—but not into any hard obstruction. Even a roll-over gives you a better chance than a head-on.

**Your Car Plunges into Water**

A car with windows and doors closed will float from three to ten minutes. The best escape, however, is through a window. It is difficult to open a door against water pressure, but windows roll down easily. With power windows which may short out quickly, maximum speed of action is mandatory.

Your side and rear windows can be broken only with a heavy, hard object.

A front-engine car will sink nose first, and it may be easier to open a door when air is pushed to the rear.

Even from such a precarious situation as this, there is usually time to escape if you don't panic.

**DISPATCHERS REPORT** Atlantic, Gulf & Inland Waters District

August 23 to September 5, 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	4	3	2	1	2	13	8
New York	85	50	40	34	17	197	103
Philadelphia	6	7	5	3	3	19	14
Baltimore	20	12	13	14	7	87	14
Norfolk	22	8	14	7	4	27	22
Jacksonville	12	7	7	4	7	20	6
Tampa	4	6	3	5	1	16	12
Mobile	24	19	6	3	21	73	39
New Orleans	33	29	28	17	2	129	98
Houston	70	34	29	29	10	139	115
Wilmington	18	17	18	18	13	38	1
San Francisco	31	61	16	49	38	72	14
Seattle	22	15	20	14	8	20	5
Totals	331	268	201	198	113	850	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	6	2	3	1	2	6	4
New York	55	82	37	41	14	116	104
Philadelphia	6	8	4	7	2	16	15
Baltimore	18	22	16	12	5	67	36
Norfolk	8	12	8	9	7	17	20
Jacksonville	10	15	10	14	10	18	15
Tampa	6	8	5	13	5	2	15
Mobile	22	21	4	9	0	63	42
New Orleans	17	21	20	18	2	73	121
Houston	22	42	23	26	17	96	109
Wilmington	8	21	7	21	8	14	0
San Francisco	39	43	33	29	33	53	11
Seattle	14	13	15	12	10	9	7
Totals	229	310	185	212	115	549	499

**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	2	3	0	0	1	6	4
New York	31	20	34	17	11	129	50
Philadelphia	8	5	1	4	5	18	13
Baltimore	13	13	9	9	10	64	40
Norfolk	8	10	7	7	11	22	21
Jacksonville	4	7	6	6	16	6	10
Tampa	7	3	1	3	3	11	6
Mobile	14	7	4	1	0	64	26
New Orleans	26	15	20	6	1	109	71
Houston	26	27	26	10	3	85	49
Wilmington	11	8	6	6	10	14	0
San Francisco	32	58	40	53	23	50	39
Seattle	21	10	13	7	4	16	7
Totals	203	186	167	129	98	594	336

## New Ship Tracking Service Started in San Francisco

SAN FRANCISCO—A radiotelephone communications service here which keeps track of ship movements and visibility control, has been proven so successful it has been placed on an around-the-clock basis, it was announced recently by the chairman of the Marine Exchange of the San Francisco Bay Region.

All radiotelephone reports between ships and the exchange, as well as between operators of tugs and other equipment, will be recorded on a special slow-speed recorder, which can run continuously for 24 hours. Two of these units, to be operated on an alternate basis have been installed at the exchange's main look-out station at Pier 45, San Francisco.

San Francisco was the first port in the nation to adopt a comprehensive harbor ship radio plot program. It was placed in operation in January, 1967, being gradually extended until now the service is continuous around the clock.

The idea for the communications system was formulated after a study was made of the set-up devised by the Federal Aviation Authority to record plane movements around an airport. The FAA aircraft control system also operates on a 24-hour basis.

A similar layout to the Port of San Francisco system is being duplicated for the Port of Philadelphia so Delaware Bay shipping traffic can be kept under study. The U.S. Coast Guard is also experimenting with combinations of radio-telephone and electronic equipment applications to record ship traffic and visibility control.

San Francisco's system provides for recording conversations between ship and shore not only in the Bay area and the Golden Gate but in the connecting rivers and waterways, according to the exchange chairman, Captain J. W. Dickover. The operation uses a graphic display console and moveable tiles to represent commercial ships, U.S. Navy vessels and other harbor traffic. Some 5,000 vessels arrive in the bay area annually.

Designer of the system was William Nations, a port radio officer for a shipping line. The system, in its 18 months of operation, has received the endorsement of all maritime interests in the San Francisco area.

## Wash. AFL-CIO Bids Strong Action To Save Lagging Maritime Industry

SPOKANE, Wash.—A comprehensive resolution calling for the revitalization of the nation's merchant marine, shipbuilding and fishing industries was adopted by the Washington State AFL-CIO Labor Council at its convention here last month.

Submitted by the Puget Sound District Council of the AFL-CIO Maritime Trades Department, the resolution strongly dissented from the policies of Secretary Alan S. Boyd of the Department of Transportation, which, it made clear, would further seriously impair the maritime industry.

"The maritime industry, with all its component parts," the resolution declared, "is vital to our national economy, and even more vital as an arm of national defense and as a producer of food."

"We have seen a number of foreign nations greatly improve their fishing, shipbuilding and maritime activities—some of them at our expense and with the blessing of our administration, which either does not care or else is adhering to a foreign policy which can only lead to disaster and a rapid disintegration of the entire maritime industry. . . ."

The position adopted called for immediate action by organized labor, to present to the next session of the Congress, the need for the creation of an independent Maritime Agency and for recog-

inition of the need for a greatly expanded shipbuilding program to include modern cargo and passenger vessels and nuclear-powered ships.

Also requested were appropriations for conversion of ships which can "usefully serve our maritime purposes" and subsidies "as may be needed to make our merchant marine and maritime industry an effective instrument for employment and defense."

Effective taxation, limitation and regulation of runaway flag ships and strict enforcement—without exceptions—of existing Maritime laws providing for 50 percent of Government cargoes to be carried in United States bottoms, and, in fact "to increase the present 50 percent requirement to 75 percent" were insisted upon.

As regards the fishing industry, the resolution asks for ceilings on imports of fishery products, and products of other domestic industries, now threatened with extinction because of over-importation.

Legislation was also called for to prescribe basic rules for the maritime industry—mandatory in application—in order to insure healthy shipbuilding and fishing industries, and asked that such rules be "part of our national policy."

Also, the resolution urged recognition of oceanography and related sciences in establishing an

industry "which will produce benefits for citizens of all the nations of the world from food and minerals found in the oceans" and requested appropriations to assist in this endeavor.

Copies of the resolution were sent to the President of the United States, all appropriate agencies and the AFL-CIO unions involved.

### Criticizes Transportation Dept.

The labor body scored the Department of Transportation for its position on building American flag vessels in foreign yards and its recommendation that the Maritime Administration be placed under the jurisdiction of that Department.

It also made clear its dissent from DOT's move to eliminate existing tax-free capital reserve funds and phase out subsidized American flag passenger liners, and pointed out that DOT has offered neither commitments nor plans for any fleet expansion.

"In the past 20 years," the labor body noted, "this country has slipped from first to sixth place among the world's maritime leaders in terms of shipping. . . . United States flag ships are carrying only 5.6 percent of this country's export-import cargo."

During the same period, it added, this country "has slipped from first to sixteenth" in terms of shipbuilding.

## SIU-Contracted Long Lines Finishes New Stateside-Caribbean Phone Ties

SAN JUAN, Puerto Rico—The SIU-contracted C.S. Long Lines, operated by Isthmian Lines, Inc., recently finished laying cable to complete a new, modern, 1,300 mile telephone hook-up between the continental United States and the Caribbean islands.

A 17,000 ton vessel, the Long Lines stopped here to load enough cable for the remaining few hundred miles of the route from Jacksonville Beach, Fla., to St. Thomas in the Virgin Islands. A substantial reduction in telephone rates—with government approval—is expected to go into effect now that the cable-laying project is finished.

The largest and most modern of cable ships, the Long Lines pays out cable and its repeaters—amplifiers that are spliced to the cable to strengthen the signal—from its stern. A 180,000-pound electro-hydraulic engine, which has grips similar to the treads of a caterpillar tractor, controls the smooth, even passage of the cable from storage tank to water.

The Long Lines was recently outfitted with new electronic testing equipment for the transistorized Florida-Virgin Islands system and a new satellite navigational system also was installed. The vessel is owned by Transoceanic Cable Ship Company, a subsidiary of the American Telephone and Telegraph Company.

A total of 720 calls can be carried at one time on the cable which is larger in diameter than any previous installation in the Caribbean area and has transistorized repeaters.

The cable is the first to be protected from the outset against damage by commercial fishing nets and dredges. Forty-five miles

of the cable was buried beneath the ocean floor off Jacksonville Beach by a specially designed sea plow which earlier has been used to successfully bury sections of cable off the New Jersey coast.

One difficult stage of the Long Lines assignment was to lay 67 miles of cable across a stretch of the Atlantic Ocean, known as the Puerto Rican trench. This is the deepest part of the ocean in the Caribbean and the cable had to be laid at depths of nearly five nautical miles. The cable system has been linked to the Commonwealth of Puerto Rico by a microwave

radio operation from St. Thomas.

The Long Lines completed the \$33-million joint cable installation contract for the American Telephone and Telegraph Company, ITT World Communications Inc., RCA Global Communications Inc., and Western Union International Inc. and now will lay a 388-mile-long cable between St. Thomas and the Dominican Republic. This will be a 144-channel facility, costing \$5.8 million.

Placed in service in 1963, the Long Lines has laid more than 17,000 miles of undersea cable.



The most modern cable ship afloat, the SIU-contracted C.S. Long Lines pays out deep-sea cable through the stern chute while traveling at speeds up to eight knots in the waters of the Caribbean.

## SIU-SOA Pharmacist Mate School Seeks Full Qualification for 200

NEW YORK—As a result of talks with officials of the Public Health Service Communicable Disease Center in Atlanta, Ga., the SIUNA-affiliated Staff Officers Association has begun a twofold move to have almost 200 pharmacist mates qualified to request advance health clearance for U.S.-flag merchant ships entering American ports. Twenty-eight such pursers are entitled to this privilege at present.

Burt Lanpher, SOA secretary-treasurer, who made the announcement, said the first step will be to provide a refresher course for the 26 pharmacist mates who were in the first graduating class of the SOA-sponsored Pharmacist Mate Training School at the USPHS Hospital on Staten Island, N. Y., in June, 1967. This course will include foreign quarantine instructions, which was not part of the initial curriculum.

Lanpher said this retraining will begin within a month at the Staten Island-based school.

The second class of graduates from the school—which included 27 men and one woman—underwent the quarantine training and upon graduation they were certified by the U. S. Public Health Service and the Coast Guard as qualified to request and obtain the health clearance after reporting on health conditions aboard ship. This class graduated in June of this year.

The first pharmacist mate to be granted permission to have his ship bypass quarantine inspection,

and proceed directly to its dock in Bayonne, N. J., was Chester Robbins, aboard the Export Bay when it entered New York Harbor in July.

### War Vets to Study

The second step to increase the number of pharmacist mates entitled to request clearance, said Lanpher, will be to send 100 or more purser-pharmacists who received their ratings in World II back to school for three months study of new medical techniques, drugs and environmental health developments. This special curriculum will be developed and implemented as soon as possible, Lanpher said.

Regular students at the SOA Pharmacist Mate Training School must put in 1,080 hours in an intensive nine-month course, which includes long periods in the hospital's emergency room, the laboratory and the operating room.

It was the quality of the school's training and the required instruction in quarantine procedure that led the Public Health Service to officially recognize the school and grant health clearance privileges to its graduates. The school was established last year to provide expert medical care for seamen aboard all U.S.-flag merchant ships—a much needed service that was lacking for years.

# Seafarer Aiming at College Degree While Following Father's Footsteps

Seafarer Walter H. Cook, Jr. is getting a chance to see the world, learn a trade and save up enough money to attend college, while sailing as messman aboard the Halcyon Steamship Company vessel, Halcyon Panther. The ship most recently sailed to Trinidad and India, and bunkered at Singapore, and then headed for a San Diego pay-off.

Young Cook, who is the son of now-retired Seafarer Walter H. Cook, Sr., an SIU man for many years, realized that the elder Cook did not have the money to send him through a college. So, the youth attended the Harry Lundeberg School of Seamanship in New Orleans. He then picked up the Halcyon Panther in Houston, for his first voyage.

Walter's trip means he will be late entering school, but the youngster doesn't mind. A student at Petal High School in Hattiesburg, Mississippi, he will begin the 11th grade next term. A good student, he's always had A's or B's and, as the senior Cook pointed out, "he's so determined to go to college he won't mind the make-up work." The pay the youngster makes as a Seafarer is "better than he can do around here and we figure the travelling will not only pay for his education, but will be part of it and a sound foundation for a career at sea as well," his father said.

## "Wonderful Experience"

This view is shared by the school's principal. When Mrs. Della Cook explained why he'd be late reporting to class, the Principal thought it was "an excellent experience"—one that would be "equal to a year in college." Walter, who has been saving his money since he was 12 years old, seems most interested in electronics or machinery, his mother told the LOG.

Young Cook worked on TV repairing around Hattiesburg prior to sailing. In addition to seeing the sights and learning the customs of such places as India, Singapore and Trinidad, the good food on SIU ships seems to be agreeing with him and "he's gaining some weight," his father said.

The elder Cook has done a good deal of traveling himself during a sailing career that began on Christmas Eve of 1924. That first trip was up and down the Atlantic Coastline. The 61-year-old Seafarer, who went on SIU pension in 1965, sailed in all three departments, but primarily in the steward department. After joining the Union in New Orleans, he sailed

"90 percent out of that port and 50 percent of the time on Delta Lines ships."

"My first trip was on the old Del Norte," he recalled. "She had accommodations for 33 passengers and on that trip, we had 32 female school teachers and one male passenger. It's probable the latter had a good trip." The work, Brother Cook remembers was hard and the pay low in those early days. "I sailed as passenger waiter. On those ships, you had to feed



Cook Sr. and Cook Jr.

the passengers, then attend to their cabins. Those passenger ships were real workhouses then, but I miss them."

Brother Cook enjoyed the South American run with Delta. Sailing frequently on the Del Norte, Del Mar and Del Sud, he "made a shakedown trip on the Del Mar," when that vessel first left the shipyard shortly after World War II. He has also made numerous trips to India on wheat-carrying vessels.

Two of his most noteworthy

trips concerned voyages on the Alcoa Cavalier and the Inez. During a very important moment in his life, Brother Cook was on the Cavalier when it called on the port of Kingston, Jamaica. "I received a radiogram there that Walter, Jr., was born," he said. "Then later on I was aboard the old Bull Line ship Inez, when the company went broke. We were in the port of Aden, Arabia at the time and the crew had to be flown home by a chartered BOAC flight."

Before moving to Hattiesburg about eight years ago, the family lived in New Orleans, from which port Cook believes he has "one of the oldest books" ever issued. "Sailing is a good career since we became unionized," he declared. "I worked for \$25 a month. Walter, Jr., on the other hand will make about \$1,500 in less than three months. I am proud of the honor of being a member of the SIU and down through the years, I have watched it grow steadily into the great maritime union that it is today," the Georgia-born Cook stated.

"Thanks to the SIU," he said, "I know that my pension check will be in the mail box and I can continue to walk down the street with my head in the air and pride in my heart. But, I still miss the old rust buckets, going here, there and everywhere" he added nostalgically. "I'd do it again if I could."

## SIU ARRIVALS

Eloheyo George, born April 26, 1968, to Seafarer and Mrs. William George, Florida City, Fla.

Stefan Czerwinski, born August 6, 1968, to Seafarer and Mrs. Aleksander Czerwinski, Brooklyn, New York.

Michael Weaver, born July 7, 1968, to Seafarer and Mrs. George M. Weaver.

Carrie Hall, born December 22, 1967, to Seafarer and Mrs. James T. Hall, Grimstead, Va.

Brian Keith Cornett, born August 12, 1968, to Seafarer and Mrs. Clyde M. Cornett, DuQuoin, Illinois.

Robert L. Scott, Jr., born June 24, 1968, to Seafarer and Mrs. Robert L. Scott, Sr., Mobile, Alabama.

Ernest Ferreira, born July 26, 1968, to Seafarer and Mrs. Clifford Ferreira, Redwood City, California.

Kyle Powe, born July 28, 1968, to Seafarer and Mrs. James A. Powe, Mobile, Ala.

Douglass Torbeck, born July 31, 1968, to Seafarer and Mrs. Warren Torbeck, Brooklyn, New York.

David Daniels, born August 2, 1968, to Seafarer and Mrs. Dixie W. Daniels, Wanchese, N. C.

Eric Walker, born August 21, 1968, to Seafarer and Mrs. Larry G. Walker, New Orleans, La.

John Hardin, born July 31, 1968, to Seafarer and Mrs. Homer D. Hardin, Port Arthur, Texas.

## Seafarers Donation Aids Japan Hospital

To The Editor:

I am taking this opportunity to convey to you personally the sincerest thanks of myself and all associated with the Bluff Hospital, Yokohama, for the magnificent donation of \$5,000, which the Seafarers International Union has made to assist us in our expansion program.

I was honored at a function held here by your Union's representative and attended by the American General Consul, among others, where this fine donation was presented to me. We are deeply indebted to all members of your Union for your close interest and assistance with this project. This contribution will go a long way in helping with the realization of our goals.

Our new hospital wing, which is presently under construction, will contain comprehensive and modern medical facilities, which I believe will be a source of comfort to all members of the Seafarers International Union, should they become ill in this part of the world. It is our wish to record in some permanent manner, this contribution by naming a patient's room in the new seamen's ward after the SIU.

Our new wing should be completed sometime in late September of this year and will be officially opened early in October.

Sincerely,  
L. R. Kitson, M.B. Ch. B.  
Director  
Bluff Hospital  
Yokohama, Japan

## Labor Will Lose If Nixon Wins

To the Editor:

As I see it the upcoming election is a very important one which labor can ill afford to take lightly, especially since the Republicans nominated Richard Nixon, a man who has never expressed many pro-labor opinions and who has shown already that he may well be pressured by downright anti-labor forces if he manages to get into the White House.

During the recent Miami convention, Strom Thurmond and the ultra-conservatives seem to exert a great influence on Nixon. Such influence, together with a Republican controlled Congress could make it mighty difficult to get needed progressive programs enacted. All workers must bear this in mind and make sure they vote for Humphrey come November and see to it that progress in our nation is not allowed to come to a standstill.

Eric Thomas

## Seafarer's Wife Grateful to Union

To The Editor:

While recuperating from an illness, I wish to take this opportunity to express my gratitude for the assistance the Union gave me in meeting the financial obligations caused by my illness.

It was indeed comforting to know that I had a friend in the SIU. May you continue to succeed in your efforts to make the working and living conditions of your members the best that is possible. Thank you most sincerely.

Mrs. Carol Robinson  
Wife of Seafarer  
Winley Robinson (R-341)  
Springfield Gardens, N.Y.

## Platforms Spark Hope for Maritime

To The Editor:

Both the Democratic and Republican parties have included in their platforms a plank pledging aid to the maritime industry. It was interesting to see that the Democratic Party specifically accepted the "build-American" viewpoint so strongly advocated by the SIU, the AFL-CIO and the Maritime Trades Department.

This plank implies direct criticism of the viewpoint consistently expressed by Alan S. Boyd, the Transportation Secretary, who has called for heavy shipbuilding in foreign yards. This is encouraging. It also seems fitting that Hale Boggs, chairman of the platform committee and long-time friend of the merchant marine, was the man who presented the platform to the convention delegates in Chicago.

I'm sure everyone in the maritime industry joins me in the hope that this will be the beginning of a new, vigorous, pro-maritime policy—regardless of the next Administration in Washington—following the November election and with the start of the 91st Congress next January.

Sincerely,  
John Sullivan

## LETTERS To The Editor

### Expresses Thanks For Union's Help

To The Editor:

Words cannot express our appreciation for the aid that the Union has given my wife Bessie in obtaining two hearings aids. From the bottom of our hearts, we say thanks.

To my Brothers in the SIU, you belong to the best Union there is. I wish to say once again, there will be no other union like the SIU. To all officers of the Union, thanks again for all you have done for me.

Sincerely,  
Frank E. Gardner  
Book Number G 173

### Thanks SIU Crew For Kind Gesture

To The Editor:

I wish to thank the Seafarers and officers of the S.S. James who donated money to buy flowers for the funeral of the mother of bosun Joe Green. She passed away during a recent voyage and Brother Green is very appreciative of the sympathy shown by the crew.

Sincerely,  
William "Flatop" Koslowitch  
Ship's Delegate

## Ruth Ann Visits Yokohama



Seafarers on the Ruth Ann (Alpine Geophysical) relax on deck at the North Pier in Yokohama. From left: Bosun Hank Murranka, ABs O. Vadstrom and Sal Conselino. The Ruth Ann is a research ship and has a great deal of unique equipment, the crewmen reported.

## FINAL DEPARTURES

**Louis Corne, 71:** Brother Corne passed away on July 19, at Englewood Hospital in Englewood, N. J. He sailed as steward and had been on an SIU pension since December of 1962. Brother Corne joined the Union in the Port of New York in 1943. His last ship was the Seatrain Louisiana. A native of New York, he lived in Tenafly, N. J. Surviving is his widow, Pauline. Burial services were held in Mt. Carmel Cemetery, Tenafly.



**Rupert Smith, 54:** Brother Smith died in Visakhapatnam, India, July 14, while sailing aboard the Missouri. A member of the engine department, Brother Smith joined the Union in Baltimore. He was born in Durham, N. C., and made his home in Houston. His last previous vessel was the Penn Transport. He served in the Army during World War II. Surviving is his mother, Mrs. Mary Pearl Elkins Smith, of Durham.



**Edward O'Brien, 49:** A heat stroke and pneumonia claimed the life of Seafarer O'Brien on July 30, in New York City. He sailed as FOWT and joined the Union in the Port of New York. A native of Richmond Hill, Queens, N. Y. Brother O'Brien resided there. He last sailed on the Yaka. During World War II, he served in the Marine Corps. Burial services were held at the Calvary Cemetery, New York City.



**Charlie Jones, 43:** Brother Jones died on August 5 in Norfolk, Va. He was born in Spout Spring, Va. and made his home in that town. A member of the steward department, he last shipped on the Arizpa. Seafarer Jones sailed for 21 years, and joined the SIU in Philadelphia. Brother Jones is survived by his mother, Mrs. Eunice Furbush Jones, of Spout Spring. Burial services were held in Fort Hill Memorial Park, Lexington, Va.



**Edward Taylor, 46:** Brother Taylor died on July 24 in San Francisco, after a brief illness. A resident of that city, San Francisco, he was a native of Fowler, Calif. Brother Taylor joined the SIU in Houston and sailed as chief cook. His last vessel was the Seatrain Carolina. From 1940



to 1945, he had served in the Army. The burial was held in the Olivet Cemetery, Colma, Calif.

**James Miller, 55:** A carcinoma claimed the life of Brother Miller at Providence Hospital in Providence, Rhode Island on May 7. He was born in Johnstown, Pennsylvania and resided in Seattle. Seafarer Miller joined the Union in New Orleans and sailed in the deck department. His last ship was the Barbara Fritchie. A Seafarer 17 years, he was on disability pension at the time of death. Burial services were held in Mount Pleasant Cemetery, Seattle.



**Peter Kubala, 60:** Brother Kubala died August 24. He was a member of the engine department, sailing as oiler at the time of his death. Brother Kubala was last employed by the Independent Towing Company. A native of Philadelphia, he lived in that city and joined the Union there. A widower, he is survived by two sons, Edward of Philadelphia, John of Westminster, Pa., and a daughter, Eleanor, also of Philadelphia. At the time of his death he was an SIU pensioner.



**Winford Powell, 45:** Brother Powell died at sea on July 1, while sailing as a crewmember aboard the Manhattan. A native of Arkansas, he made his home in Hot Springs, Ark. He sailed as AB and his last previous vessel was the Anchorage. Brother Powell joined the Union in New York and had sailed for 17 years. From 1942 to 1947, he was a member of the Army. Surviving are two brothers, Jurel and Martin, both of Hot Springs.



**Orla Priest, 66:** A coronary attack claimed the life of Brother Priest on August 19, at his home in Rural Benzonia Township, Michigan. A native of Hartford, Michigan, Brother Priest joined the Union in the port of Elberta. He sailed on the Great Lakes and was last employed by the Ann Arbor Towing Company, sailing as an oiler. At the time of death, he was on an SIU pension. He had been a member of the Union from 1941 until his retirement. Surviving is his widow, Grace. The burial was held in Benzonia Township Cemetery.



## Seafarer-Sportsman Hits Jackpot With Own Six-Horse Racing Stable

Horse racing can be an extremely precarious business, but for Seafarer Danny Meyers, it paid-off handsomely on his first venture into the turf world. Brother Meyers has six horses and the most prominent, a three-year-old named Port Digger, has won a total of \$56,05 for the seaman-sportsman.

"Port Digger has won three races, both as a two and three-year-old," Brother Meyers informed the LOG in a telephone interview from Detroit, where the horse was competing at the Detroit Race Course. As a two-year-old, Port Digger won \$16,144 and he upped that total to \$39,910 this year. His record, Brother Meyers stated, is six wins, five seconds and four third place finishes in a total of 31 races.



Meyers

As a two-year-old, Port Digger won the Kellogg Stakes and was second in the Kentucky Special Stakes. He finished third in both the Freshman Derby Trial and the Juvenile Stakes at River Downs. As a three-year-old, he was victorious at New Orleans in the Le Comte Handicap, in Ohio. He placed second in the Michigan Derby Trial Handicap and the Hamilton County Handicap. Port Digger had third place finishes in both the Louisiana Derby and Cincinnati Special Handicap.

### Bought At Auction

"I bought Port Digger for \$1,600 at an auction in Kingland, Kentucky, from a breeder named Albert Robinson," Meyers recalled. "Port Digger was sired by an Argentine stallion named Sensitizo and his mare was Weeping Music. Sensitizo won \$216,000 during his own racing career."

The Seafarer said he was recently "offered \$475,000 to sell the horse. Several parties were interested in buying him, including an Argentine trainer who handled such big name horses as Northern Dancer. However, Meyers decided to hold onto Port Digger and refused the offer.

The five other horses in the Seafarer's stable include Port Music, Light Intentions, a filly named Maurice's Idea, a foal and a brood mare. In addition, he hopes to buy more horses in the fall.

Light Intentions is also actively racing and the five-year-old gelding has won two races so far this year. He did not race at all as a two-year-old, then won three races in 19 starts as a three-year-old.



Port Digger, successful racehorse owned by Seafarer Danny Meyers, is shown at New Orleans Fairgrounds with H. Willis, who helped train him for Le Comte Handicap. Port Digger came in first.

The following year, he raced 18 times, but didn't register a victory.

Port Digger, who will be racing soon at Keeneland, in Lexington, Kentucky, was described as a slow starter and a fast finisher. He was 23 lengths behind at the half-mile mark in one of his races but came on fast to lose by only five lengths. In another similar outing, he was only one and one-half lengths out at the finish, after trailing by 19.

### Names Are Unique

Brother Meyers said he had thought of the name "Port Digger" because of the time he had spent operating a digging machine aboard barges on the Great Lakes. "It's hard to get names for the horses," he noted. "An owner has to turn in three potential names for each horse to the Jockey Club in Louisville. They turn down about nine out of ten. A race horse cannot bear the name of a

horse who had a similar name within a period of seventeen years," the Seafarer explained.

"The jockey for Port Digger is Martinez Heath, while the horse is being trained by Jack Lohman. When you consider a potential jockey," Meyers said, "you just have to let him ride the horse and see if they get along. Some jockeys give some horses a good ride and others a bad one."

A native of Tennessee, Brother Meyers has always had an interest in horses and horse racing. "I used to read racing magazines and followed the sport closely." Although he realizes he "got lucky" having a productive horse at the beginning of his racing career, Brother Meyers will definitely stay with his avocation in the sport of Kings.

Meyers is a resident of Bruce, Wisconsin. Before beginning his sailing career, he worked on a farm. He joined the SIU in 1950 in the port of Cleveland. The 34-year-old Seafarer usually sails for the Pringle Barge Company and works in the deck department.

## PERSONALS

### Harry Peek, Jr.

Please contact Mrs. L. Wessels at 2225 Gentilly Blvd., New Orleans, as soon as possible. The telephone number is 944-6532.

### Alonzo D. Sistrunk

Please contact your wife in Handsboro, Mississippi, as soon as you possibly can.

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

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LYNN VICTORY (Victory Carriers), August 25—Chairman, John Alstatt; Secretary, Fred M. Janel. All planned repairs completed. No major beefs or disputed overtime reported by any of the three departments. Ship's delegate suggests all crew members read agreement to find out exact duties.

CORNEL VICTORY (Waterman), August 12—Chairman, Francis J. Connolly; Secretary, Nona. Ship's delegate reports no major beefs and no disputed overtime reported. Captain Lehnard and 1st mate sent a message thanking the crew for their extra efforts and the fine cooperation that helped make this trip extremely successful. A vote of thanks from the crew to the steward's department for a fine job.

STEEL MAKER (Isthmian), May 12—Chairman, Joe McLaren; Secretary, M. Flores. Ship's delegate reports no major beefs or disputed overtime in any of the three departments. Discussion held on keeping ship clean while on voyage.

CHOCTAW (Waterman), August 17—Chairman, Roy Nieklem; Secretary, A. Foster. Chief cook elected ship's delegate. One man hospitalized in Guam. \$2.00 in the ship's fund. Game boards purchased in Guam. No major beefs or disputed overtime reported in any of the three departments.

BESSEMER VICTORY (South Atlantic Caribbean), August 25—Chairman, A. Myre; Secretary, Wilmer Harper. Ship's delegate reports everything running smoothly and looks like it will be a good voyage. Brother Roy Evans, elected ship's delegate. Messman will keep good stock of fresh fruit for the crew at all times. A vote of thanks to the steward's department for the good chow being served.

STEEL MAKER (Isthmian), July 18—Chairman, Joe McLaren; Secretary, Robert Ferreri. Everything is running smoothly. Green money in Honolulu. Motion of appreciation made on the cooperation by the department delegates. \$150.00 in ship's fund. No major beefs or disputed overtime reported in any of the three departments. Elected a new steward after the original steward left vessel at Singapore due to illness.

# DIGEST of SIU SHIP MEETINGS

LOMA VICTORY (Delta Lines), July 28—Chairman, Brother Spillane; Secretary, Brother James Davis. Ship's delegate reports various minor problems adjusted. Beef in Canal Zone delayed sailing. No overtime disputed. List drawn up of who will be assigned to clean up recreation and laundry rooms; one person from each department. Screen down fixed before leaving Saigon. Motion made to avoid unnecessary noise in and around berth area. Vote of thanks to steward's department and ship's delegate for job well done.

WESTERN HUNTER (Western Tankers Corp.), August 3—Chairman, Tom Roll; Secretary, Robert Rafael. Ship's delegate, Rodger Swanson, requested standbys to be hired for crew members when in port. Three men hospitalized. One man missed ship in Subic Bay. Motion made for mess room to be painted and also recreation room as soon as possible. Decks were painted before coming into port.

RALEIGH (Management & Shipping Transport), August 14—Chairman, Michael Vigo; Secretary, Victor Briant. Ship's delegate reports one messman missed ship in Honolulu. A few beefs and some overtime disputed in engine department. Motion made to have air conditioner installed before next trip. A very smooth trip was reported.

MISSOURI (Meadowbrook Transport), August 11—Chairman, M. Bugawan; Secretary, P. Payne. One man paid off in India. Brother Bipert C. Smith, FWT, died in India; was buried in India. Some repairs have been done. Ship will pay-off in Norfolk. No major beefs or disputed overtime reported. A vote of thanks given to all hands for their cooperation. A vote of thanks also given to steward department for job well done.

COLUMBIA BANKER (Columbia Steamship), August 11—Chairman, F. Rodriguez; Secretary, S. J. Peterson. Captain complimented crew on a good trip and hopes that many will stay on for another. Ship's delegate thanked crew for cooperation given to him throughout trip. No major beefs or disputed overtime reported. Motion made to get ice machine for next trip. Vote of thanks to steward department for a job well done.

DEL NORTE (Delta Steamship Lines), Aug. 11—Chairman, H. R. Donnelly; Secretary, Bill Kaiser. Ship's delegate reports no major beefs or disputed overtime. \$22.50 reported in Ship's Fund. Motion made to have crew's washing machines repaired.

# UNFAIR TO LABOR DO NOT BUY

- Kayser-Roth Hosiery Co. Inc. Women's Hosiery
- Schiaparelli, Kayser, Phoenix, Mojud, Supp-hose, Sapphire, Bachelor Girl, Fascination, Men's Hosiery & Underwear
- Esquire Socks, Bachelors' Friends, Supp-hose, Supp-hose Underwear, Slendo Children's Products
- Kayser, Fruit of the Loom Mojud, Slippers
- Jiffies, Mercury (Textile Workers Union of America)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)
- Genesco Shoe Mfg. Co. Work Shoes . . . Sentry, Cedar Chest, Staller Men's Shoes . . . Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)
- Boren Clay Products Co. (United Brick and Clay Workers)
- "HIS" brand men's clothes Kaynee Boyswear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman (Amalgamated Clothing Workers of America)
- Jamestown Sterling Corp. (United Furniture Workers)
- Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage Starlite luggage
- (International Leather Goods, Plastics and Novelty Workers Union) Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)
- White Furniture Co. (United Furniture Workers of America)
- Gypsum Wallboard, American Gypsum Co. (United Cement Lime and Gypsum Workers International)
- R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)
- Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
- Pioneer Flour Mill (United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)
- Giumarra Grapes (United Farm Workers)
- Peavy Paper Mill Products (United Papermakers and Paperworkers Union)
- Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union)
- Tennessee Packers Reelfoot Packing Frosty Morn Valleydale Packers (Amalgamated Meat Cutters and Butcher Workmen of North America)

# Schedule of Membership Meetings

- SIU-AGLIWD Meetings
  - New Orleans Oct. 15—2:30 p.m.
  - Mobile . . . . . Oct. 16—2:30 p.m.
  - Wilmington . Oct. 21—2:00 p.m.
  - San Francisco . . . . . Oct. 23—2:00 p.m.
  - Seattle . . . . . Oct. 25—2:00 p.m.
  - New York . . . . . Oct. 7—2:30 p.m.
  - Philadelphia . Oct. 8—2:30 p.m.
  - Baltimore . . . . . Oct. 9—2:30 p.m.
  - Detroit . . . . . Oct. 11—2:30 p.m.
  - Houston . . . . . Oct. 14—2:30 p.m.
- United Industrial Workers
  - New Orleans Oct. 15—7:00 p.m.
  - Mobile . . . . . Oct. 16—7:00 p.m.
  - New York . . . . . Oct. 7—7:00 p.m.
  - Philadelphia . Oct. 8—7:00 p.m.
  - Baltimore . . . . . Oct. 9—7:00 p.m.
  - Houston . . . . . Oct. 14—7:00 p.m.
- Great Lakes SIU Meetings
  - Detroit . . . . . Oct. 7—2:00 p.m.
  - Alpena . . . . . Oct. 7—7:00 p.m.
  - Buffalo . . . . . Oct. 7—7:00 p.m.
  - Chicago . . . . . Oct. 7—7:00 p.m.
  - Duluth . . . . . Oct. 7—7:00 p.m.
  - Frankfort . . . . . Oct. 7—7:00 p.m.
- Great Lakes Tug and Dredge Region
  - Chicago . . . . . Oct. 15—7:30 p.m.
  - †Sault St. Marie . . . . . Oct. 17—7:30 p.m.
  - Buffalo . . . . . Oct. 16—7:30 p.m.
  - Duluth . . . . . Oct. 18—7:30 p.m.
  - Cleveland . . . . . Oct. 18—7:30 p.m.
  - Toledo . . . . . Oct. 18—7:30 p.m.
  - Detroit . . . . . Oct. 14—7:30 p.m.
  - Milwaukee . . . . . Oct. 14—7:30 p.m.
- SIU Inland Boatmen's Union
  - New Orleans Oct. 15—5:00 p.m.
  - Mobile . . . . . Oct. 16—5:00 p.m.
  - Philadelphia Oct. 8—5:00 p.m.
  - Baltimore (licensed and unlicensed) Oct. 9—5:00 p.m.
  - Norfolk . . . . . Oct. 10—5:00 p.m.
  - Houston . . . . . Oct. 14—5:00 p.m.
- Railway Marine Region
  - Philadelphia Oct. 15—10 a.m. & 8 p.m.
  - Baltimore Oct. 16—10 a.m. & 8 p.m.
  - \*Norfolk Oct. 17—10 a.m. & 8 p.m.
  - Jersey City Oct. 14—10 a.m. & 8 p.m.

# DIRECTORY OF UNION HALLS

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 1900, New York 4, N. Y. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

**EDITORIAL POLICY—SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

# With SIU Ships In the Far East



SIU-contracted ships spend a good deal of time in the Orient. This photo album shows some of the Seafarers who man them.

John Burke and Sam Crosby of the deck department, help Keep Del Rio in shipshape condition while vessel unloads cargo in Saigon.



Aboard Thetis in Sasebo, (l to r): steward J. Davis, patrolman, E. Morris, bosun Walter Nash and the ship's delegate Henry Simmons.



SIU Far East agent Frank Boyne (2nd right) visits Seafarers on Transoneida, (l to r): John Gross, Fred Viser, and M. E. Sanchez.



Seatrains Ohio crewmen were well fed thanks to the fine efforts of (from left): Stonewall Jackson, Dick Hunt, Ed Johnson, Fred Simmons.



Ship's delegate Jim Cochran watches the raising of the main propulsion shaft while the Cuba Victory was undergoing repair work.

## From the Ships at Sea

Ship's delegate Isidore Weisbrot reports from the Del Mar (Delta) that this has been a good voyage with "no logs and very little disputed overtime." Captain John Kourian told the men "this was one of the finest trips with one of the best crews" he has had in a long time. Ewing Rihn, meeting chairman, reports that a vote of thanks was extended to the purser Lee Leslie for "his kindness and willingness to aid each crewmember with draws, etc., at any time." Engine delegate Juan Cruz voiced his thanks to the steward department for "the good food, service and cleanliness." Ship's treasurer Jean Latapie said a total of \$157 is in the movie fund, collected from the arrival pools. Cruz and fellow department delegates Eddie Patingo and Brother Rihn received compliments for their fine work. After calling at Houston, the vessel will head for a New Orleans pay-off. LOGS and mail are being received regularly.



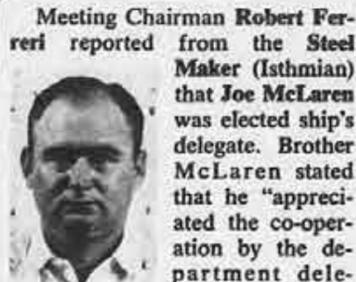
Rihn

Meeting Chairman A. Myrex reports that Roy Evans of the deck department has been elected to serve as ship's delegate on the Bessemer Victory (South Atlantic Caribbean Lines). Brother Evans told the Seafarers that "everything is running smoothly and it looks like a good voyage." Chief steward Wilmer Harper accepted a vote of thanks for his department for the good food being served. The messmen, Freddie Horn, Edgar Young, Donald Washington and Linton Braddock, will keep a good stock of fresh fruit for the crew, Harper wrote. Canned juices will be served at breakfast only for the time being "since no one knows at this time how long the trip will be." The ship will be calling at the Canal Zone shortly.



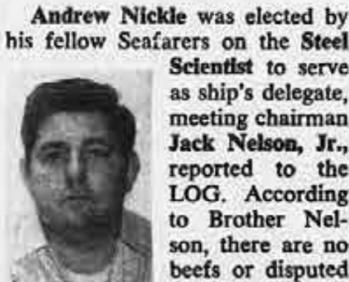
Myrex

Meeting Chairman Robert Ferreri reported from the Steel Maker (Isthmian) that Joe McLaren was elected ship's delegate. Brother McLaren stated that he "appreciated the co-operation by the department delegates." Steward delegate Phillips Sherman said that a new steward was elected since the old one had to leave the vessel due to illness. All Seafarers were "asked to help the steward department in any way possible." Brother Sherman reported. The ship will call on Honolulu "where green money will be issued for draw." Other department delegates elected were Robert Hathcock for the deck and James Dial, engine.



Dial

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Nickle

Meeting Secretary Gerard Mittleborger informed that one crewman had to leave the ship due to illness and another because of personal problems. The latter re-joined the Mohawk in Okinawa. From there, she left for Formosa, Inchon and Yokohama. Captain Abramowski received the praise of the Seafarers for "bending over backwards in co-operation, but still a perfectionist. He is every inch a gentleman and very attentive to any ill crewman," Brother Mittleborger wrote.



Bendle

The present trip of the Mohawk (Oriental Exporter) has been a "wealth of experience to all first trippers," according to Meeting Chairman Michael Toth. There has been "plenty of overtime for all departments and no overtime was disputed."



Toth

"The Master, William Lombard and First Mate, J. Allen, sent a message thanking the crew for their fine co-operation and extra effort, making this trip very successful," reported ship's delegate Francis Connolly from the Cornell Victory (Waterman). Engine department delegate Ron Witska reports some overtime was disputed in his department. The steward department has done a fine job turning out the chow this trip, all hands agreed. A new television antenna has been ordered for the crew.



Witska

Checks are being held at New York Headquarters for the following Seafarers for disputed overtime aboard the Petrochem (Valentine Chemical Carriers, Inc.): Joseph Townsend, Alvin Jayne, Donald Domenici, Generosa Espada, Leandro Correa, Kerry Choi and Walter Kubiak.

**MAIDEN CREEK** (Gulf Puerto Rico Lines), Aug. 18—Chairman, H. C. Cain; Secretary, A. Q. Nall. Ship's delegate reports no major beefs and no disputed overtime reported. New water fountain in crew mess to be installed. Present one not in working condition.

### DIGEST of SIU SHIP MEETINGS

**FAIRLAND** (Sea-Land), August 11—Chairman, Norman Mendelson; Secretary, Rafael Hernandez. Brother Frank Okoris was elected to serve as ship's delegate. Vote of thanks was extended to the former ship's delegate, Brother Norman Mendelson, for a job well done. No beefs were reported.

**BEADFORD ISLAND** (Stewart Tankers), August 29—Chairman, William Osborne; Secretary, C. L. Shirah. No beefs. Few hours disputed OT in each department. Discussion held on retirement plan.

**PLATTE** (Oriental Exporters), August 25—Chairman, James Gashire; Secretary, Robert Cotton. Very poor ventilation system in the crew's quarters. Motion was made to send a letter to headquarters asking them to negotiate with Company for air-conditioning in these quarters. No beefs. Everything is running smoothly.

**PENN CARRIER** (Penn Shipping), August 11—Chairman, James C. Williams; Secretary, Leroy S. MacCallister. No beefs. Some disputed OT. It stopped in the steward department.

**IBERVILLE** (Waterman), July 28—Chairman, J. Ciesleki; Secretary, J. Davis. \$25 in the ship's fund. No major beefs were reported by department delegates.

**SEATRIN OHIO** (Hudson Waterways), August 18—Chairman, F. W. Brown; Secretary, J. E. Higgins. Brother J. Johnson was elected to serve as ship's delegate. Motion was made that all companies should be required to have built-in bunks on the ships for the unlicensed personnel.

**SEATRIN FLORIDA** (Hudson Waterways), August 25—Chairman, J. Bartlett; Secretary, J. Malyscho. Brother L. C. Cope was elected to serve as new ship's delegate. No beefs were reported by department delegates. Clothes dryer needed aboard ship.

**THETIS** (Rye Marine), June 16—Chairman, Paul Ali; Secretary, J. C. Harris. \$40.00 in ship's fund. Vote of thanks was extended to the steward department for the good food and service.

**THETIS** (Rye Marine), August 1—Chairman, A. Larsen; Secretary, J. C. Harris. \$65.00 in ship's fund. Brother Emilio Barrito was elected to serve as ship's treasurer. Vote of thanks was extended to the steward department for the excellent food and service.

**PECOS** (Pecos Transport), August 14—Chairman, S. Ciarlo; Secretary, G. E. Turner. Brother Ciarlo said he was resigning as ship's delegate. Everything running smoothly. \$57.00 in ship's fund. No major beefs or disputed overtime reported. Some repair work will be taken up with the proper department heads. Discussion given on dress attire and also on cleanliness while on board ship.

**DEL MAR** (Delta), August 31—Chairman, E. A. Rihn; Secretary, Isidore Weisbrot. Ship's delegate reported that this was a very good trip with no beefs and no disputed OT. Vote of thanks was extended to the department delegates, the steward department and the entire crew for a job well done. A special vote of thanks was extended to the purser, Lee W. Leslie, for his kindness and willingness to aid each crewman in every draw.



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# SUMMIT PAYS



# OFF!

The Sea-Land Summit is tied up at dock in Port Elizabeth, N. J., while crew members await pay-off after a trip to Puerto Rico. The coastwise Puerto Rican run is a popular one with Seafarers and the Summit sails there frequently.

While waiting for the pay-off Summit Seafarers catch up with SIU election news and other items of interest in LOG. From left are: Ernesto Torres, AB; Larry Kincer, George Letnansky and Antonio Manzano, all of engine department.



Discussing the voyage with E. B. McAuley, is veteran Seafarer F. V. Buckner, of the engine dept.



Paul Chafin of the deck department checks the ship's bulletin board in the passageway. Brother Chafin sailed as an ordinary. Bulletin board contains much useful information for Seafarers.



Talking things over with Mac, is oiler Larry Kincer. Brother Kincer joined the SIU in New York.



Messman Anthony Silva takes care of paperwork with SIU Reps. E. B. McAuley and Dave Goldberg.



Everasto Pontoja, deck maintenance, relaxes in mess room after attending to some work topside.



H. L. McCleary sailed as a third cook and helped turn out top-notch chow for the hungry crewmembers.