

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



SIU Safety Dir. Joe Algina (center left) and Capt. W. White of Isthmian look on as Biliran Sierra (left) and Vassar Szmanski of steward dept. hold award to SIU-manned Steel Maker for rescue of four Spanish seamen in 1966. (See story page 2.)

Seafarers man picket line to support SIUNA-affiliated Sugar Workers who won new contract from C&H Refinery. Shown (l-r) are Milfred Gomez, Dean Donaldson and Art Blacker. Ratification of pact ended a 43-day strike. (See story on page 3.)



SIU President Paul Hall (at podium right) speaks at New York's City Hall during ceremonies in which Mayor John Lindsay (center at rear) signed into law an Office of Collective Bargaining in the city government. Hall said the law "gladdened the hearts" of organized labor with its recognition of public employees' needs. Labor, city and impartial representatives will administer the functions of the Office.



SIU representative Joe DiGiorgio points to latest equipment used at Harry Lundeberg School of Seamanship during tour of N.Y. facilities with Professor C. J. Sieh, Dean of the Taiwan Maritime College in Formosa, and friend S. K. Law, (right).

SIU-Crewed Steel Maker Wins Award for Sea Rescue
Page 2

'Full-Time' Maritime Agency Urged by Hall at Hearings
Page 3

Congressman Urges Increase In Aid Cargoes for U.S. Ships
Page 2

Seven More Seafarers Upgrade To Deck, Engineer's Licenses
Pages 2, 3

Representative Downing Calls for Legislation

Congressman Urges Greater Share Of Aid Cargoes for U.S. Ships

WASHINGTON—Representative Thomas N. Downing (D-Va.), has announced plans to introduce legislation calling for an increase in the percentage of United States foreign-aid cargoes now carried on American-flag ships.

Downing, a member of the House Merchant Marine and Fisheries Committee, told a meeting of the Maritime Trades Department (AFL-CIO) that he needs more information before he can present the bill but said that it would put the Cargo Preference Act on a "sliding scale" gradually increasing the requirement for U.S.-flag participation in the movement of government-aid cargoes upward from the present 50 per cent.

The Virginia lawmaker explained that he was working on the assumption that a new Government maritime program, embodying expanded ship con-

struction, would be instituted and that under his legislation the percentage requirement for U.S.-flag participation would increase in ratio to the number of new ships added to the American merchant fleet.

Under the Cargo Preference Act, at least half of all government-financed cargoes must be shipped in American bottoms. More than 80 per cent of cargo covered by the Act is made up of grain shipped abroad under Public Law 480.

Downing placed no ceiling on the increasing scale but one of his aides said there was a possibility of it going to 70 per cent.

The Congressman's decision to present the bill was apparently based on testimony recently which involved two 1965 reports predicting that the cost to the government for freight rate differentials on aid shipments could be eliminated by 1970. However, the reports were contingent on two qualifications. One is that U.S.-flag ships carry all grain moved under Public Law 480, where they now are required to carry 50 per cent. The other assumes implementation of a shipbuilding program which would add 250 bulk carriers to the American-flag fleet over the next two decades.

At another MTD meeting, James R. Wilson, Jr., Director of the National Security Division of the American Legion, said that "the American merchant marine bears the major burden for the logistic support of our men in Vietnam and the overwhelming percentage of material to support our effort in Vietnam is still waterborne."

Wilson assured the gathered representatives of labor, industry and government that his 2.6 million-member organization "is fully cognizant of the vital relationship between merchant shipping and national security" and pledged its full support in efforts toward rebuilding and maintaining a modern, efficient merchant fleet.

SIU Deck Officers Upgrading School Adds 3 More To Licensed Ranks

Three more Seafarers have obtained a deck officer's license after preparing for Coast Guard examinations at the SIU's Harry Lundeberg School for Seamanship in the training program jointly sponsored by the SIU and the American Marine Officer's Union.

Edward Achee received a third mate's license after sailing as AB. He is 40 years old and a native of Louisiana. Achee is a resident of Covington, La., and joined the SIU in 1947 in the port of New York.



Achee

George Farago is a new third assistant. He joined the union in New York and is a 19-year veteran. Farago is 43 and sailed as AB. A native of Michigan, he makes his home in Levittown, Pa.

George Palencar is a new third assistant and previously sailed as an AB. A native of Wilkes-Barre, Pa., Palencar lives in Kingston, Pa. He is 27 years old.

The training program, operated under a reciprocal agreement between the SIU and the American Marine Officers Union, is the first of its type in the industry.



Farago



Palencar

Applicants can begin training at any time. The period of instruction is determined by each member's individual ability and knowledge, and the instructors' satisfaction of his readiness to take the examinations.

The training program was instituted in line with the SIU's objective of encouraging and assisting unlicensed personnel to upgrade themselves.

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, hotel lodgings

and subsistence payments of \$110 per week while in training.

This in-training assistance is the same as available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineers examination.

SIU-Manned Steel Maker Wins Award for Sea Rescue

NEW YORK—The maritime industry's highest award for safety was presented last week to the SIU-contracted Steel Maker (Isthmian) and her crew for the rescue in January, 1966, of four seamen from the Spanish ship Monte Palomares.

Given on behalf of the Marine Section of the National Safety Council, the award was made by Capt. Wilbur S. Doe, Chief of the Merchant Marine Safety Division, Third Coast Guard District. Also present during the shipboard ceremonies were Frank C. Grant, General Chairman of the Marine Section, National Safety Council, and Isthmian Lines vice-president John M. Dempsey, Jr.

At the time of the rescue the Steel Maker, enroute from Alicante, Spain, to New York, received an S.O.S. from the Monte Palomares, foundering in a North Atlantic storm some 900 miles east northeast of Bermuda, and immediately altered course to assist the sinking vessel. The Spanish ship had already gone down by the time the Steel Maker arrived on the scene but a red flare from a liferaft was spotted and Captain Ove Hultin maneuvered his ship to bring the survivors alongside. Three of the men on the raft were able to scramble up the ship's cargo net to safety but a fourth was injured and unable to make it.

Former Seafarer Paul Hellebrand, third mate on the Steel Maker, went over the side with a

lifeline around his waist, swam to the raft, and brought the injured man aboard.

Captain Hultin, following the incident, described it as "one in which every member of the crew worked together, jeopardizing his own life to save the lives of others."

Among Seafarers aboard the Steel Maker at the time of the rescue were Anthony Sakellis, John Saiad and G. P. Libby of the deck department; Robert R. Bunch of the engine department; and the steward department's Harry K. Long, Biliran O. Sierra and V. Szmanski. The latter two men were aboard last week when the award was presented.

The Ship Safety Achievement Award is given to the dry-cargo vessel which, during the year, performs the most outstanding demonstration of maritime safety. It consists of a "Green Cross of Safety" pennant, to be flown by the vessel, plus certificates to the officers and crew members in recognition of their individual contributions to the rescue operation. Also, a large silver tray, appropriately engraved with descriptive data on the operation, is presented for display aboard the honored ship.

Report of International President



by Paul Hall

Just about two months ago the United States Senate unequivocally scuttled Defense Secretary Robert McNamara's illogical and wasteful scheme to build a fleet of Fast Deployment Logistics ships.

We all remember well what this shortsighted, enormously expensive project entailed. These FDL ships—they are more realistically described as mammoth floating warehouses—would have cost the American taxpayers some \$50 million each, or enough to build three fast, modern cargo vessels. And McNamara wanted 30 of them, fully loaded with military supplies and scattered around the globe. They would never touch port except in some unforeseen emergency and would contribute absolutely nothing to America's economy. For any commercial purpose in a less troubled world they would be worthless "white elephants."

Opposition to the FDL program was widespread and vigorous in maritime labor and management circles from the very beginning and realistic legislators in both houses of Congress fought right along with us until it was junked. But McNamara apparently still refuses to accept even a majority decision of Congress.

Following his defeat there were two alternatives open to him. He could either drop the FDL idea and turn his efforts in a more useful direction or he could go right ahead as if nothing happened and pick a design from one of the three companies that had been competing for the FDL contract.

True to form, McNamara chose the latter course and has announced selection of a design submitted by Litton Systems, Inc. This is a plain indication that he plans to buck the will of Congress and waste valuable time by resubmitting his billion-dollar brainstorm again next year. It will just be a stubborn exercise in futility but it will also serve to further impede construction of vitally-needed merchant ships unless the maritime industry and Congress combine renewed efforts early and kill this useless idea once and for all.

Getting rid of projects such as the FDL program is only one of the problems faced by maritime labor and the industry as a whole, however. Under the present scheme of things we have to fight illogical proposals in several areas simultaneously. While I am quite confident that there are enough level-headed legislators to make sure that it never comes to pass, the build-abroad ideas of Transportation Secretary Boyd is another ever-present danger to our very survival until it is disposed of. As long as these federally-appointed officials, with no interest or knowledge of the maritime industry continue to take pot shots at the American merchant marine and American shipyards with no regard whatever for the welfare of the industry, we cannot afford to relax our vigil for a moment.

With every passing day, the necessity for an independent maritime agency becomes more apparent. Everybody seems to realize it but the Executive Branch of our government. Indeed, the Executive Branch doesn't yet seem aware of the need for a maritime policy, let alone an independent agency. But we must have, and we will get, both. Senators and Representatives by the dozens are convinced, as we are, that the only way to rebuild the American merchant marine is to put the industry under a strong centralized administration of its own.

For too long our industry has been the haphazard domain of bureaucrats with axes of their own to grind. They know nothing about maritime and care less. But they all scramble for a piece of the action with ill-conceived notions of how the maritime industry should be run or—even more disastrous—not be run at all.

The only answer is a separate MARAD run by people who are thoroughly oriented in maritime's needs and unique problems—with full time to concentrate on co-ordinating and solving them.



Biliran Sierra (left) and Vassar Szmanski of the Steel Maker's steward department, were presented with a Ship Safety Achievement Award for their part in the rescue of four Spanish seamen from freighter Monte Palomares, in the North Atlantic. The award was presented by Captain Wilmer Doe, Marine Inspector of the United States Coast Guard recently aboard the ship in port of New York.

Key Excerpts of Remarks At Hearings on MARAD

WASHINGTON—In a continuing expression of bi-partisan unity on the urgent need for an independent Maritime Administration, more than 20 Congressmen appeared last week before the House Merchant Marine and Fisheries Committee to call for quick action on pending legislation which would give maritime independent status for the first time since 1951. Prior to the Committee hearings, 104 separate companion bills—a record number for any single piece of legislation—had been introduced in the House and forwarded to the Committee.

Following are highlights of remarks delivered by the lawmakers in their demand for an independent MARAD:

Representative Thomas P. O'Neill, Jr. (D-Mass.)—"If one were to assess world-wide maritime developments of recent years, the phenomenal growth of Russia's merchant fleet would take top honors . . . If one were to designate the greatest maritime calamity of the same period, the dubious award would have to go to the United States—in accurate recognition of the steady decline of the American merchant fleet. . . maritime independence—total, complete and final independence—is the only solution. We must have an agency that is free to plan, and free to act; one that has the ear of the President and of the Congress; one that has the confidence of the industry and the public."

Representative F. Edward Hebert (D-La.)—"This Committee has an unusually fine opportunity to reaffirm a great American concept—that this nation is committed to maintaining a strong position on the seas of the world."

"The establishment of a free and independent Maritime Administration will be an important declaration of purpose as far as our merchant marine is concerned—just as our declarations in the past about the freedom of the seas have had so great an impact on world affairs."

Representative G. Elliott Hagen (D-Ga.)—"Hardly a day passes that we do not read in the newspapers of government support to the aerospace industry, whether it be for the supersonic transport or some other phase of the aviation program. Yet how often do we read of government support of our shipping industry—even though over 97 percent of troops and supplies going to Vietnam go by ship, not by air?"

"One can readily see how maritime is subordinated to the aerospace industry by looking at the appropriations for 1967. . . Maritime's entire appropriation was a mere one-fourteenth of what the FAA received just for research and development. . . Those who degrade the merchant marine do not seem to realize that when the merchant marine suffers, the nation does also."

Representative Edna F. Kelly (D-N.Y.)—"The U.S. is doing an increasingly effective job these days of stimulating foreign trade. Unhappily, the maritime industry of this country has not been the beneficiary of this trade increase. Instead, foreign-flag vessels carry

(Continued on page 4)

Testifies Before Merchant Marine Subcommittee

Need for 'Full-Time' Maritime Body Stressed by Hall at House Hearings

WASHINGTON — Declaring that "we allowed our merchant marine to deteriorate so disastrously" that only a "full-time" agency can "promote its recovery," SIU President Paul Hall last week called upon Congress to establish an independent Maritime Administration.

Testifying before the Merchant Marine Subcommittee of the House Committee on Merchant Marine and Fisheries, Hall, who is also president of the 6 million-member Maritime Trades Department (AFL-CIO), said that "history, experience and the facts prove beyond doubt that the Maritime Administration, if included in an executive department having other duties and responsibilities, becomes submerged, is largely ignored and languishes from neglect."

Hall gave the subcommittee the unqualified endorsement of the largest segment of maritime labor to more than 100 pending bills which would restore to maritime the independence it lost in 1951. He also stressed that the national AFL-CIO fully supported the concept of maritime independence at its 1965 convention and again, through Executive Council action, in 1966.

The MTD president was sharply critical of Administration proposals to put MARAD into the Department of Transportation and said the "strongest argument" he had heard in favor of such a move was that "it would look very neat in an organizational chart." But, he pointed out, "there is more to a government department than an organizational chart, and these neat patterns seldom correspond either with the policy or the program of the department charted."

Hall said "certainly the least valid argument" against an independent MARAD "is that a Cabinet-level Secretary is better able to get appropriations than the head of an independent agency." He remarked that "one of the most eloquent advocates of this argument was the Director of the Bureau of the Budget who, before this Committee, rather shamefacedly admitted that he heads an independent agency. From

what I have observed, he is probably the most powerful official in Washington."

Listing the U.S. Atomic Energy Commission, the Export-Import Bank, the Farm Credit Administration, the National Aeronautics and Space Administration as only "a few of the independent agencies which seem to have done well in obtaining appropriations," Hall stated "it is a little difficult to believe in the sincerity of people who say that the heads of such agencies are unable to get the ear of the President."

Hall charged that Transportation Secretary Alan S. Boyd, when he was Under Secretary of Commerce, had "sabotaged" a long-range program to revitalize the merchant marine proposed in 1965 by a Maritime Advisory Committee appointed by President Johnson. While serving as a government member of the MAC, "apparently in good faith," Hall said, Boyd "assumed the leadership" of a so-called Interagency Task Force which "secretly" prepared a program diametrically opposed to the one prepared by public, industry and labor representatives on the MAC, released it to the press and saw to it that "it was given nation-wide publicity."

The Task Force (Boyd) Report was "rejected almost unanimously" by MAC the day it was presented and the MAC report, not completed until more than a month later, "was promptly and overwhelmingly adopted by MAC," the SIU president said.

"I am informed that the MAC Report was also approved by the Secretary of Commerce (then John S. Connor), who presided over the committee, and by the Secretary of Labor. Nevertheless, (it) was given no consideration by the other Government members of the committee and, so far as we know, never reached nor was considered by the President." On

the other hand, he said, "the Boyd Report was submitted to the President and nationally advertised."

Asked by Representative Thomas Downing (D-Va.) who side-tracked the MAC report but forwarded the Boyd Report to the White House, Hall replied he believed it happened somewhere "between the office of John S. Connor and the White House."

Program of Sabotage

The MTD president continued: "I have called the Boyd Report a program of sabotage against the MAC Report. I denounce it now as a sabotage of the American merchant marine. And it is impossible that Mr. Boyd can escape responsibility for these unwholesome results."

"Here was industrial consensus on which the Administration could have built, promoted, and undoubtedly enacted into law a maritime program without serious dissent. And it was precisely into this situation that Mr. Boyd interjected himself and sought to sell a new . . . program."

Hall noted that Boyd contends (Continued on page 4)

NLRB Postpones Election at P-M

CLEVELAND — The regional office of the National Labor Relations Board in Cleveland has upheld a motion, filed by the SIU's Great Lakes District, asking that a special representation election among the unlicensed seamen of the Pickands-Mather and Company steamship fleet be postponed, and has scheduled a hearing on August 4 to consider the SIU's reasons for asking the postponement.

A recent National Labor Relations Board ruling provides that a company involved in a representation election must supply the union involved with the names and addresses of all its employees.

The SIU, from the list supplied to it, has reason to believe that more than 75 employees of the company are recently-hired college students who will be working on the ships in the Pickands-Mather fleet only for the summer months.

If the election had been held as scheduled on July 31, these temporary employees could have been sufficient, voting as a block, to win the election for the company, hands down.

The SIU has reason to believe these temporary employees would vote for the company since they owe friends and relatives in the company a return favor for getting them the jobs in the first place. Also, they have no real stake in striving for better working conditions.

The SIU will seek at the scheduled NLRB hearing to have the 75 or more temporary employees on the Pickands-Mather payroll declared ineligible to vote in any representation election.

4 More Seafarers Upgrade To Engineers; Total 168



Wise



Garrod



Faircloth



Sharbutt

Four additional Seafarers have been added to the list of those men qualifying for an engineer's license. The men passed Coast Guard examinations after attending the Marine Engineer's School, sponsored jointly by the SIU and District 2 of the Marine Engineer's Beneficial Association. A total of 168 Seafarers have now received an engineer's license.

Two of the men are third assistants and two are new second assistant engineers.

Dave Garrod, a new third assistant engineer, formerly sailed as a FOWT. Born in New York City, he lives in New Jersey. Garrod is 33 years old and joined the Union in 1951 in the port of Philadelphia.

A newly-licensed second assistant engineer, John Faircloth was a

pumpman and FOWT. Born in Alabama, he lives in Texas. Faircloth is 37 years old and joined the union in 1955 in the port of New York.

Robert Sharbutt was born in Alabama and lives in that state. He is 42 years old and joined the SIU in 1962 in the port of New Orleans. Before attaining the rank of third assistant engineer, he sailed as FOWT.

James Wise received his second assistant's license after sailing as oiler. Born in Pennsylvania, Wise lives in the state of Illinois. He is 44 years old and joined the SIU in Houston in 1962.

SIU Sugar Workers Vote 3-1 For New Pact at C&H Refinery

CROCKETT, CALIF.—By a margin of 3-1, the members of the SIUNA-affiliated Sugar Workers Local 1, have voted to accept a new contract and end their 43-day old strike at the California and Hawaii Sugar Refinery here.

The vote was 633 to 200 to accept a contract settlement recommended by the Federal Mediation and Conciliation Service and end the strike which began June 12.

The new contract calls for a 35 cent wage increase spread over a three-year period, with a 15-cent-per-hour increase retroactive to February 1st, taking effect immediately. Wages will also be increased by 10 cents per hour on June 1st 1968, followed by another increase of 10 cents on June 1st 1969.

SIUNA Vice-President and West Coast representative, Frank Drozak, said agreement was also reached on a six-year health and welfare plan.

The new contract also includes a new pension plan, revised overtime procedure and a clause which guarantees that workers displaced by new methods or equipment installed by the C&H Company will be able to choose between severance pay or a transfer to another section of the plant, with no loss in salary.

Hails Anti-Riot Call by Negro Leaders

Meany Calls for Prompt Action On Long-Standing Negro Grievances

WASHINGTON—AFL-CIO President George Meany wired labor's strong endorsement of a call by the nation's four top Negro leaders for an end to "mob law" and "a redoubling of efforts through legitimate means" to end "grievances of long standing."

Meany said the "sober, thought-provoking statement" by the four leaders "fully merits the support of all Americans. Let me assure you that it is the position of the AFL-CIO."

The AFL-CIO, he pledged, will continue to fight "with all the vigor at our command" for legislation to wipe out "disease, slums, unemployment, poor educational facilities and above all else, discrimination."

It will seek as a "first priority" government aid for "the innocent victims of the rioters."

Meany's wire was sent to AFL-CIO Vice President A. Philip Randolph, elder statesman of the civil rights movement. The joint statement was signed also by Roy Wilkins, executive director of the National Association for the Advancement of Colored People; Whitney M. Young, Jr., executive director of the National Urban League, and the Reverend Martin Luther King, Jr., president of the Southern Christian Leadership Conference.

Their statement endorsed Presi-

dent Johnson's call for Negroes and whites alike to maintain law and order and demonstrate "by word and deed that riots, looting and public disorder will just not be tolerated."

They pointed out that "the primary victims of the riots are Negro citizens," of whom "the overwhelming majority" oppose the rioting.

"Redoubling of Efforts"

"This does not mean, the Negro leaders stressed, that Negroes 'should submit tamely to joblessness, inadequate housing, poor schooling, insult, humiliation and attack. It does require a redoubling of efforts through legitimate means to end these wrongs and disabilities."

Both the leadership statement and Meany's response bitterly criticized the House of Representatives for having turned down a bill for a federal rat-control program.

It showed "an incredible indifference to hardships of the ghetto dwellers," the Negro leaders said.

And Meany denounced "the cheap humor and complete stupidity" shown by the congressmen who voted to kill the bill.

The full text of Meany's telegram to Randolph follows:

"The sober, thought-provoking statement issued by you, Mr. Wilkins, Mr. Young and Dr. King fully merits the support of all Americans. Let me assure you it is the position of the AFL-CIO.

"We will continue to push, with all the vigor at our command, for the adoption of legislation to meet the problems you outlined—to eliminate from the American scene disease, slums, unemployment, poor educational facilities and above all else, discrimination.

ILA Winds Up Convention; Sets Goals for the Future

MIAMI BEACH—Major goals set by the International Longshoremen's Association at its 75th anniversary convention here last month were full protection against job loss from pre-packaging of cargo and standardization of wages and working conditions in all Atlantic and Gulf Coast ports.

House Hearings On MARAD

(Continued from page 3)

that "the keynote of his present approach is consensus" but added: "When it is remembered that he started with consensus, and wound up with loud dissent from most of the industry and tension between its segments, it is difficult to reconcile his announced objective with his obvious technique."

Boyd's technique, Hall said, is one of "divide and conquer"—in coming up with his present plan to build U.S.-flag ships abroad, to "tinker" in an unspecified way with the subsidy system, and to offer experimental construction subsidies to presently unsubsidized lines while promising subsidized lines "they could monitor" the experiments. It was also noted that Boyd has said he was "philosophically" opposed to the cargo-preference system, on which unsubsidized lines—the backbone of the Vietnam sealift—depend for their livelihood in peacetime.

In concluding his statement, Hall said:

"All proposals we have seen originating with government agencies base our maritime needs at best on the present, at worst on the past. An effective merchant marine policy would be one which paralleled the projected expansion of our foreign commerce over the coming decades. Such a program would require not only a vast expansion of the merchant marine but the modernization and utilization of our shipbuilding industry.

"These are some of the programs which a capable and dedicated Maritime Administrator could formulate, and some of the reasons why we must emphatically urge that he be an independent administrator with adequate authority."

Thomas W. Gleason, who won a second four-year-term as president by unanimous vote, told the ILA delegates he expects negotiations in 1968 to be "difficult and trying" but that the union will strive "to eliminate any vestige of competition among ports based on lower wages or working standards."

Charging that much packaging is done under low-wage, non-union conditions, Gleason declared that the container royalty payment now received by Longshoremen "is not sufficient protection to our members."

Representative Edward A. Garmatz (D-Md.), Chairman of the House Merchant Marine and Fisheries Committee, praised the unions efforts in cutting down unloading delays in South Vietnamese ports. He noted that Gleason and a team of five ILA specialists "worked seven days a week, from 7 a.m. to 11 p.m.," on the assignment with the ILA paying all expenses.

AFL-CIO President George Meany told the convention delegates that "I cannot praise too highly the work the ILA has done in the defense of the free way of life . . . not only in Vietnam but in other areas as well."

Paul Hall, president of the SIU and of the Maritime Trades Department of which the ILA is a member organization, stressed the ever-increasing need for stronger unity among unions in the maritime field "in the total fight for the preservation of this industry."

He warned "that the enemies who confront us—the management and government agencies—are very strong and they have at their beck and call tremendous resources." But, Hall added, these enemies and their theories can be successfully fought by a united union front and "we can play an increasingly more important role in the nation in which we live."

Key Excerpts of Remarks At Hearings on MARAD

(Continued from page 3)

more and more of America's import and export cargoes—and as the foreign-flag share of the market rises, the American merchant marine's share goes down and down. . . . I think the reason is that it has been relegated to stepchild status within the hierarchy of government."

Representative Burt L. Talcott (R-Calif.)—"We in Congress must share some of the blame for permitting the Executive Branch of the government to allow our merchant marine to deteriorate to its present deplorable state. We have too long ignored the warnings of the expert witnesses from both business and labor who have pleaded year after year for a realistic replacement program for our merchant fleet.

"Not only must we have an independent Maritime Administration, but it must be staffed with people who are familiar with problems peculiar to the merchant marine and with people who are determined to effect a speedy solution."

Representative Hugh L. Carey (D-N.Y.)—"We can't continue to drift along, doing nothing for our merchant marine, while every other major maritime power moves forward vigorously in building sleek new ships that grab more and more of the world's water-borne cargo—particularly of our water-borne cargo.

"History has made it quite plain that we can't get a merchant marine program with the Maritime Administration stuck off in a corner of the Commerce Department. . . . It is equally obvious that we can't get moving on the high seas if maritime is put in the Department of Transportation."

Representative Joe D. Wagoner, Jr. (D-La.)—"This is more than just a battle between two opposing opinions with respect to where we're going to put maritime affairs. This is a matter of life and death to our country. . . . We've got to stop wringing our hands over the problem of the merchant marine, and start doing something about it. And the place to start is to give the Maritime Administration complete independence."

Representative Robert N. Giaimo (D-Conn.)—"My proposal (for an independent Maritime Administration) reflects my deep concern for the future effectiveness of our merchant marine. The situation has become so critical that the survival of a genuinely private United States shipping industry may be considered to be at stake.

"There is an immediate need to face the problem of defining, synthesizing, and updating public maritime policies in order to keep pace with the industry's changing economic and political environment."

Representative Robert L. Legett (D-Calif.)—"This extremely important legislation would place our long-neglected United States merchant marine on a sound, sensible footing by creating an independent federal Maritime Administration.

"To rehabilitate our American merchant marine and to change the trend of our time it's going to take more than 30 merchant ships per year to do the job. We must think big. If we can afford to spend \$35 billion a year, or \$3 billion a month for Vietnam, we can spend 1 billion a year for a ship program—for an industry employing more than half a million men—to insure our world commerce in that area."

Representative Lloyd Meeds (D-Wash.)—"I have sponsored (maritime independence) legislation because of my strong concern for the nation's merchant marine and because of the ever-increasing danger to the maritime industry. . . . I feel convinced that necessary to such growth is legislation aimed at maritime independence."

Representative Lester L. Wolff (D-N.Y.)—"We need a strong and growing merchant marine to meet our defense responsibilities and our commercial needs. While our merchant marine has been losing ground, the Soviet Union has been gaining ground.

"I am convinced that we are not going to stop the decline of our merchant marine or reverse the unhappy situation unless the Maritime Administration is restored to its independent status."

Representative Charles H. Wilson (D-Calif.)—"Back in 1936, there was an Administration and a Congress which clearly recognized the need for a strong and vital merchant marine—one that would be citizen-owned, citizen-built and citizen-manned. They created an independent agency to administer the affairs of our merchant marine.

During the lifetime of this independent agency, the fortunes of our merchant marine prospered, and our nation profited from this investment in terms of commerce and national defense. Then in 1951 the maritime agency lost its independent status and was put in the Department of Commerce, and the fortunes of our merchant marine went into an almost instantaneous decline. . . . Maritime independence is the only answer."

Representative Cornelius E. Gallagher (D-N.J.)—"The present job our merchantmen are doing in the Vietnam effort is remarkable—undermanned and decrepit as many of the ships are. The men who sail those ships deserve our admiration and very special thanks for the thankless tasks they are performing. But our national security demands more."

Representative John M. Murphy (D-N.Y.)—"Our American-flag merchant marine has continued to decline in terms of number of ships, in percentage of our cargoes carried by these ships, and in terms of job opportunities for American maritime workers. "Most of the problem can be traced to the lack of any clear maritime policy and the lack of any strong maritime advocate in the government. . . ."

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Jamaican Unionist Visits SIU Hall



Ivorall Davis, editor of "The Unionists," published by National Workers Union of Jamaica, paid a visit to SIU's clinic in New York, recently. Getting X-rayed was Dimitrios Philippou, of deck department. X-ray Technician Richard Brigham and Mary Larsen, RN, are shown with Davis. Davis will study trade union publicity and publication techniques during his U.S. travels, which were arranged by the U.S. State Dept.

The Atlantic Coast

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

Unrated Seafarers are continuing to take advantage of the upgrading facilities offered by the SIU's Harry Lundeberg School of Seamanship.

Engine room Seafarers who have recently passed QMED examinations include, Robert Carr, Theodore Wolfe, Henry Connelly, Robert Trail, Robert Williamson, Ray Kayser, Thomas Henry, and Michael Kennedy, all new FOWTs.

W. Jenkins is a new electrician while Haracio Arnold is a new Fireman-Watertender. William Kare passed his deck engineer's exam and Edward Costello is a new reefer engineer.

Men who recently received AB's licenses include: Gary Dow, Joe Potzer, Frank Unger, Charles Romano, Gerald McLaughlin, Eugene Hackney and George Kowitz.

Puerto Rico

Luis Ramirez is back in the hall after recovering from an accident in his home. He said he's anxious to ship again and is waiting for a FWT job.

Pedro Marcial spent some time



Bowden

Tagliaferri

on the beach after some trips to Okinawa. Pedro couldn't wait to ship again and is now on the *Clairborne*.

Boston

Joseph Sadler, a 20-year SIU man, is fully recovered from his broken leg and ready for a job. His last slot was as oiler aboard the *Bangor*.

John Hamot will grab the first job available and hopes he enjoys it as much as his carpenter's slot aboard the *Robin Goodfellow*.

Mike Gison, known to his friends as "the whale," is catching up with his family and will be ready for a job shortly. He last had an AB's post aboard the *Platte*.

Baltimore

Gervais Bozec is back in harness after being UFFD a few months. Jerry is a 21-year veteran and sailed as pumpman aboard the *Ocean Pioneer* before his illness.

Joe Tagliaferri told us his daughter is doing fine after an illness and he appreciates all that the welfare plan has done in handling the bills. Joe should be back in the engine department shortly.

George Rose will be back in the steward department after being UFFD for a year. He said he's looking for a coast-wise trip.

Norfolk

Samuel Warren enjoyed a long vacation and is now looking for a good trip. Sam's last ship was the *Seatrain Florida*, where he was a wiper.

Harry Thomas is ready to go after some rest on the beach. An electrician, Harry's last ship was the *Fairport*. He sails as chief electrician.

Veteran bosun George Bowden is ready for a job after sailing on the *Globe Progress*. He told us he'd like a Far East run.

New York

Larry Kincer is registered and ready to ship out as FOWT. His last journey was on the *Norina* to India.

Bill Dooling, just off the Vietnam run with the *Alcoa Trader*, hopes to ship out again shortly. He sails in the engine department.

Eugene Bousen of the deck department is catching up on old friends and some union news before shipping out on the first good ship.

Philadelphia

Edwin Davis, better known as "hound dog," will sail as soon as the first AB's job hits the board. His last ship was the *Globe Carrier*.

AFL-CIO Poll of Union Membership Reveals Support for Gov't Programs

WASHINGTON—Union members would vote overwhelmingly for President Johnson over any leading Republican contender and they solidly back the legislative positions of the President and the AFL-CIO, according to an in-depth poll taken earlier this year.

Director Alexander E. Barkan of the AFL-CIO Committee on Political Education discussed the findings of the survey in an article scheduled to be published in the August issue of the *American Federationist*.

Barkan noted the widespread membership support and added: "Yet there is some uncertainty and unease among unionists, notably concerning jobs and economic security, some areas of civil rights and Viet Nam, though the vast majority of union members support the President's conduct of the war there."

He stressed the scientific accuracy of the poll commissioned by COPE and conducted last January by professional pollster John Kraft. Interviews were conducted with 1,700 members selected at random from 12 international unions—industrial, craft and service. The sample reflected the age, sex, geographical and racial characteristics of the membership. Those interviewed did not now the poll was labor-sponsored.

The survey yielded a good deal of information about union members today as well as data on their attitudes toward their unions and their government.

Barkan said this general profile of the union member emerged from the survey:

- 32 per cent of union families are in the \$5,000 to \$7,500 a year income range, a total which includes all family income.
- 46 per cent are in the \$7,500 to \$15,000 a year income range.
- 25 per cent of union members are less than 30 years old.
- Nearly 50 per cent are less than 40 years old.
- Nearly 50 per cent of all members now live in suburbs.
- Nearly 75 per cent of members under 40 live in suburbs.
- About 20 per cent of union members are women.
- About 13 per cent of union members are Negro and 4 per cent are Mexican, Oriental or other racial minority.
- 25 per cent of present members have belonged to their union for 5 years or less.
- 54 per cent have belonged to their union for 10 years or more.
- 58 per cent identify themselves as Democrats, 16 per cent as Republicans, 17 per cent as independents and 9 per cent are not sure.

Before the findings of the Kraft poll were released, Barkan observed, the poll had been the subject of a spate of newspaper stories—"most of them completely distorted."

He said the *Wall Street Journal*, "on the basis only of hearsay," ran a lengthy article on the poll and a press service picked up this version and amplified it.

In an article crowded with distortions and inaccuracies, Barkan said, the *Journal* claimed the poll showed that "labor's traditional legislative goals are far out of line with union members' main interests. . . . The AFL-CIO's No. 1 goal in this session of Congress—boosting social security pay-

ments—draws more boos than cheers. . . ."

Barkan said the fact is that the Kraft poll revealed "overwhelming support" among union members for AFL-CIO legislative position with the single exception of open occupancy housing. And, he added, social security as such was not included as a question. Medicare was, he noted, and membership support for expanding the Medicare program registered 74 per cent.

He said the *Wall Street Journal* also claimed that "the poll's political findings were stunning. . . ." The *Journal* quoted "one incredulous union man" as saying the poll showed anyone could beat President Lyndon Johnson in 1968, even Senator Charles Percy (R-Ill.).

Barkan said the fact is that President Johnson was an overwhelming favorite for re-election among union members when pitted in the poll against the most prominent potential Republican candidates.

For one thing, he pointed out, Percy's name didn't even figure in the poll.

Johnson Is Choice

When asked their choice for President, Barkan reported, union members picked President Johnson over former Vice-President Richard Nixon by 55 to 22 per cent. They picked President Johnson over Michigan Governor George Romney by 46 to 30 per cent, over California's Governor Ronald Reagan by 60 to 16 per cent and over New York's Governor Nelson Rockefeller by 55 to 20 per cent.

Barkan also noted that the Kraft poll was conducted in January, when national polls were showing the President's popularity to be slipping. The Louis Harris poll had only 43 per cent giving the President a good job rating at that time, but by June the President had soared to 58 per cent. The rise in popularity among the public undoubtedly would be accompanied by a similar or greater rise among union members, Barkan observed.

He said the President trailed in only one group of union members. Among members under 30, Governor Romney was favored over President Johnson by 47 to 42 per cent at the time of the Kraft poll.

The Kraft poll also sounded out union members on a wide range of national issues, Barkan noted.

From medicare to pollution control, union members supported "by huge margins" the achievements and aims of the Administration and proposed improvements, he reported.

He listed the following degree of membership support: 75 per cent in favor of expanding medicare; 94 per cent in favor of federal efforts to control water pollution and 91 per cent for air pollution control programs; 76 per cent for strengthening workmen's compensation; 91 per cent behind truth-in-packaging legislation and 91 per cent for truth-in-lending.

Somewhat lower, but still substantial, support was expressed for expanded federal aid to education—67 per cent—and in favor of an increased minimum wage—71 per cent.

The feeling on the issue of repealing Section 14(b) of Taft-Hartley was closely related to geography. Overall, 54 per cent favored repeal and 23 per cent disagreed, with 23 per cent not sure. In states where an open shop law prevails and this has been a live issue, union members "overwhelmingly reject it and want 14(b) repealed," Barkan said.

In another major area of the survey, the union members were asked: "What are the big problems on your mind—the things that bother you and should be getting attention?" Barkan said the issues uppermost in their minds involved jobs and economic security, the war in Vietnam and civil rights.

He said 53 per cent of all members listed economic problems from the cost of living and taxes to the job picture and wages. Forty-two per cent listed the war in Vietnam, "with the largest percentage of these supporting the President's policies there." Over 33 per cent listed civil rights as a major issue. While most members backed civil rights progress in voting and public accommodations, support for open housing was slightly below 50 per cent, Barkan said.

SIU Co. Signs 5-Year, 2-Ship MSTs Charter

WASHINGTON — SIU-contracted Hudson Waterways has entered into a five-year agreement with the Military Sea Transportation Service for the charter of two C-4 freighters to carry specialized heavy military cargoes.

The agreement will double MSTs' heavy lift cargo capability.

The vessels involved are the *Marine Lynx* and the *Marine Adder*, which were both acquired by Hudson Waterways late last year under the Ship Exchange Act.

The World War II-built, 523-foot, 14,900-ton, 16.5-knot vessels are scheduled to undergo a conversion of \$6.5 million each, that will include the installation of heavy lift gear capable of hoisting loads in excess of 200 tons. The ships will be renamed before entering service.

The company's agreement with MSTs includes an option for an additional five-year charter when the initial five-year contract expires. The initial contract totals about \$25 million.

Last year *Seatrains* entered into a separate \$105 million contract with MSTs calling for the charter of 12 *Seatrains* vessels for a three-year period to perform as a multi-purpose cargo system.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 14 to July 27, 1967

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	2	2	2	2	1	12	2
New York	88	42	64	34	21	284	95
Philadelphia	12	3	8	5	3	16	5
Baltimore	33	18	20	15	9	120	47
Norfolk	3	9	8	4	5	10	24
Jacksonville	4	1	13	5	0	1	3
Tampa	4	10	2	0	0	13	12
Mobile	22	8	8	7	7	72	17
New Orleans	60	51	3	40	35	0	2
Houston	53	31	35	35	5	133	108
Wilmington	16	20	14	15	14	14	0
San Francisco	(Not Available)		(Not Available)			(Not Available)	
Seattle	13	7	6	5	9	40	14
Totals	310	202	183	167	109	715	329

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	2	1	3	0	2	8	2
New York	53	45	43	41	18	140	70
Philadelphia	12	2	8	4	2	21	4
Baltimore	18	21	17	8	7	63	35
Norfolk	7	10	8	1	7	20	9
Jacksonville	2	0	7	3	0	0	2
Tampa	3	6	2	2	1	4	2
Mobile	11	17	9	8	4	31	47
New Orleans	24	55	5	28	37	2	0
Houston	41	35	37	20	18	96	76
Wilmington	11	7	6	10	16	12	9
San Francisco	(Not Available)		(Not Available)			(Not Available)	
Seattle	12	13	8	12	9	24	11
Totals	196	212	153	137	121	421	267

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	1	2	0	2	11	4
New York	60	22	46	16	6	166	55
Philadelphia	4	6	7	2	6	15	16
Baltimore	24	17	20	11	7	78	38
Norfolk	3	4	2	6	10	9	7
Jacksonville	5	2	0	0	0	0	2
Tampa	9	2	0	1	0	14	2
Mobile	12	11	4	3	2	16	13
New Orleans	24	9	5	3	55	9	0
Houston	23	21	25	18	14	72	46
Wilmington	11	0	9	3	19	0	2
San Francisco	(Not Available)		(Not Available)			(Not Available)	
Seattle	8	2	9	5	4	33	12
Totals	185	97	129	68	125	423	197

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolin

The High Cost of Aspirin

You are about to lose some of your most exciting, suspenseful TV commercials, like the one showing the woman who beats up her kids, husband and neighbors because somebody slammed a door. Then she swallows a brand-name aspirin tablet and loves everybody again. Happiness is a little white pill.

You no longer even may get to see diagrams of your interior plumbing showing how a brand-name aspirin speeds through your pipes while old slow-pokey brand crawls along.

The Federal Trade Commission, with due deliberation, has just said what we've been telling you for years. You might as well buy the 15-cent private-brand aspirins offered by co-ops, department stores and many drug stores, instead of paying 69 cents to \$1.39 and even more for advertised brands, sometimes with a few secondary ingredients added. "It appears," the FTC said with judicial grandeur, "that each of the various analgesic products now offered to the consuming public is effective to essentially the same degree as all other competing products supplying an equivalent quantity of an analgesic ingredient or combination of ingredients." (That's what we're trying to say—all aspirins are pretty much the same.)

Now the FTC is about to propose a rule, if the brand-name aspirin packagers can't convince the agency otherwise. It will bar claims of effectiveness or safety which contradict or exceed statements on the label. Sometimes the aspirin advertisers make claims on TV which they don't dare make on their package labels.

The brand-name aspirin promoters have a lot of money at stake (yours). As we previously reported, the five leading brands of aspirin take 75 per cent of the \$450 million a year Americans now spend just for aspirin. They have built up the use of aspirin in general and their brands in

particular, through heavy use of TV advertising, spending almost \$60 million a year just on this medium alone, out of a total of \$90 million a year on all aspirin advertising. That amounts to 20 cents of every dollar you pay for the 30 or 40 billion aspirin tablets (at a rough estimate) which Americans now eat each year.

What ran the aspirin packagers afoul of the FTC is the lengths they have been going to in advertising uses for aspirin. Aspirin is merely a mild pain-reliever. But the ads have suggested, or hinted pretty broadly, that aspirin and related compounds should be taken for "irritability," "jittery nerves" and "tension".

Other "objectionable" claims for analgesics (pain relievers) noted by the Food and Drug Administration, include such conditions as influenza, lumbago, migraine, neuritis, sciatica, sleeplessness, and tension headaches. The FDA feels that such conditions cannot be diagnosed by a layman and are too serious to risk treatment without a doctor's care.

The FTC and Bristol-Meyers Co., manufacturers of Bufferin, currently are in dispute over Bufferin's claims for its possible usefulness for arthritis as shown in a medical study.

The FTC previously had complained about Bufferin's insistent assertions that its additional ingredient (an antacid) prevented stomach upsets. FTC-sponsored research found that there was no significant difference in frequency of stomach upset between the two ordinary aspirin brands in the test and Bufferin. (All three did cause fewer upsets than the two products with added ingredients—Eccedrin and Anacin.)

All that Bufferin has over aspirin, for its much higher price, is the added antacid. If you really suffer stomach upset when taking aspirin, all you need do is take it with a pinch of a common antacid like soda bicarb or magnesium sulfate, and presto! you're buffered.

The Great Lakes



by Fred Farnen, Secretary-Treasurer, Great Lakes

Boland-Cornelius and Huron Cement Companies closed their offices recently due to the riots in Detroit. The *Columbia* and *St. Clair* (Bob-LO) anchored in the Detroit River overnight, due to company fears that the ships might be set afire. They discharged passengers the next day in Wyandotte, with passengers having to make their way home as best they could.

The *Sylvania*, damaged in a collision a few weeks ago, is still in the Lorain shipyards. Tomlinson Fleet Corporation has not notified us when the crew will be called back to work.

New vacation forms are in and all members who wish to file for benefits can do so by contacting SIU patrolmen. All SIU department delegates will receive rules and regulations covering eligibility, amount of benefit, and how to apply for benefits. In addition, these instructions will be sent to all SIU ships.

Cleveland

Back with us again are Donald Kapela and Joe Vovko. They will be here until cool weather comes to the Great Lakes.

We have 136 ore-carrying ships in operation this year, a drop of eight from last season.

Duluth

Ray Larson just left a job on the *Henry Laliberte* and reported

a good ship with no beefs..

Alan Borman, shipping on the *J. C. Miller*, is a new fireman-wartender.

Eugene Silver is a new FOW, having attended the upgrading program here. He's just off the *Kinsman Independent*.

Frankfort

The *Arthur K. Atkinson* and the *City of Green Bay* were furloughed recently, due to the recent railroad shopcraft strike. Shopcraft picket lines here were respected by all SIU members. The Union asked for and received permission for SIU personnel to operate the *Viking* for passengers only. As you know, Government action forced the strikers to go back to work, and the vessels are now back on schedule.

Contract negotiations with the Ann Arbor Railroad Company are scheduled to resume in Dearborn. Shipping is slow, but rated men can find jobs on freighters.

THE INQUIRING SEAFARER

QUESTION: What countries offer the best radio and TV?

R. G. Gimpaya: Perhaps the most unusual is in Djibouti, in old French Somaliland. They have what resembles a juke box and for a quarter you can watch a little picture show, like oldtime movies. It resembles TV, and it's in the French and English languages. They show mostly comedy-type pictures.



Joe Mulkerin: As a rule, I don't listen to radio and TV much.

Much guys prefer the European stations. Most ports have American television shows in the native language. I was in Thailand once, and they had an American western I'd seen. I was able to follow it and everyone thought I could speak the language.



Olav Seim: I find England has about the best in Europe. Of course, there's no language barrier. They have variety and quality both. Being Scandinavian, I enjoy the shows in those countries. I also find that Australia has a surprisingly high quality in their radio and television. But I do think that America has easily the best in this field.



John L. Gibbons, Sr.: I like Japan, Okinawa and Viet Nam. Vietnam has lots of shows in English because of all the Americans. However they sign off pretty early. These countries have almost all of the commercial programs from the U. S. and lots of good music. Batman seems to be very popular now.



Ray Bielatin: I would say that the best television shows are in Japan. They certainly have the most variety of any foreign country. Japan has many of the shows from the U.S. and Europe. If they show movies on TV, they're usually un-cut. In addition to Japanese, many of the shows are broadcast in English.



Orlando Hernandez: I find that Europe in general is very good. They have many American tourists and there are lots of English language stations. In Asia, there aren't as many, although Viet Nam is an exception. I like Germany very much because they have good music, none of that rock and roll. Also lots of sports.



AFL-CIO Urges Gov't Action On Unsafe Meat Products

The AFL-CIO today charged last month that Americans who believe all meat and meat products have been inspected by the federal government "are being deluded into a feeling of false security."

Andrew J. Biemiller, director of the AFL-CIO Department of Legislation, told the subcommittee on Livestock and Grains, of the House Committee on Agriculture, that consumers "of course, are not fully protected."

The AFL-CIO spokesman called for "strong, effective meat inspection legislation, including the coverage provisions of H.R. 1314." He said, "Because of the importance of meat in the diet of all Americans, we consider this legislation of the greatest importance to the health and welfare of our members as it is to all consumers."

Biemiller said that American families do not realize that some 15 per cent of all meat slaughtered in the nation and some 25 percent of all meat products processed are not federally inspected.

"Some of this production undergoes state inspection," he added, "but even the best of the state programs, when they exist, leave something to be desired."

Urging modernization of the 60-year-old law, Biemiller declared that, "Serious illness can be caused by unwholesome and unclean meat. The consumer is being bilked into paying normal prices for some meat which comes from sick animals and even from animals which died from causes other than slaughter."

"Scandals, especially concerning meat which has been processed into meat products have occurred in recent years. Potentially dangerous situations concerning insecticide residues in meat have developed. New means of handling meat animals and processing meat, unforeseen 61 years ago, are creating problems which the 1906 Meat Inspection Act does not cover."

He charged that proposals of the meat industry and the National Association of State Departments of Agriculture "would be a hoax on the consumer" compounding present illusions about protections.

WASHINGTON—Reasonable controls to "put some brakes on spiraling medical care costs were urged recently by an AFL-CIO spokesman in a network radio interview.

Between 1956 and 1966, overall medical costs rose more than twice as fast as the combined costs of consumer price index items, and over the last 18 months the pace has "doubled or tripled," said AFL-CIO Social Security Director Bert Seidman. Doctors' fees and hospital charges, he noted, are the main components of medical care prices.

"Doctors' incomes have been going up even faster" than their fees, with one-third of the nation's doctors now topping \$40,000 yearly, Seidman declared on Labor News Conference, an AFL-CIO produced public affairs interview broadcast Tuesdays at 7:35 p.m., EDT, on the Mutual Radio Network.

Seidman agreed with the American Medical Association's charges that historically, hospitals have been insulated from discipline of the marketplace, that hospital costs now appear to be out of control, and that incentives for increased efficiency and productivity are mandatory.

But, the same charges apply to doctors, he said, noting that "marketplace disciplines don't apply to doctors and their prices are getting skyhigh."

"As a matter of fact, there are fewer incentives for efficiency for most physicians . . . working in their offices than there are for hospitals," he asserted.

Seidman said the shortcomings are most evident in "third party" payment situations like pre-paid private insurance and medicare. Fee schedules now in most plans are "virtually no restraint on what the doctors can charge," he said. They are "based on what doctors are charging, and if they increase their charges, this becomes the new prevailing rate," he noted. Without basic changes, "there is no end to this cycle," he declared.

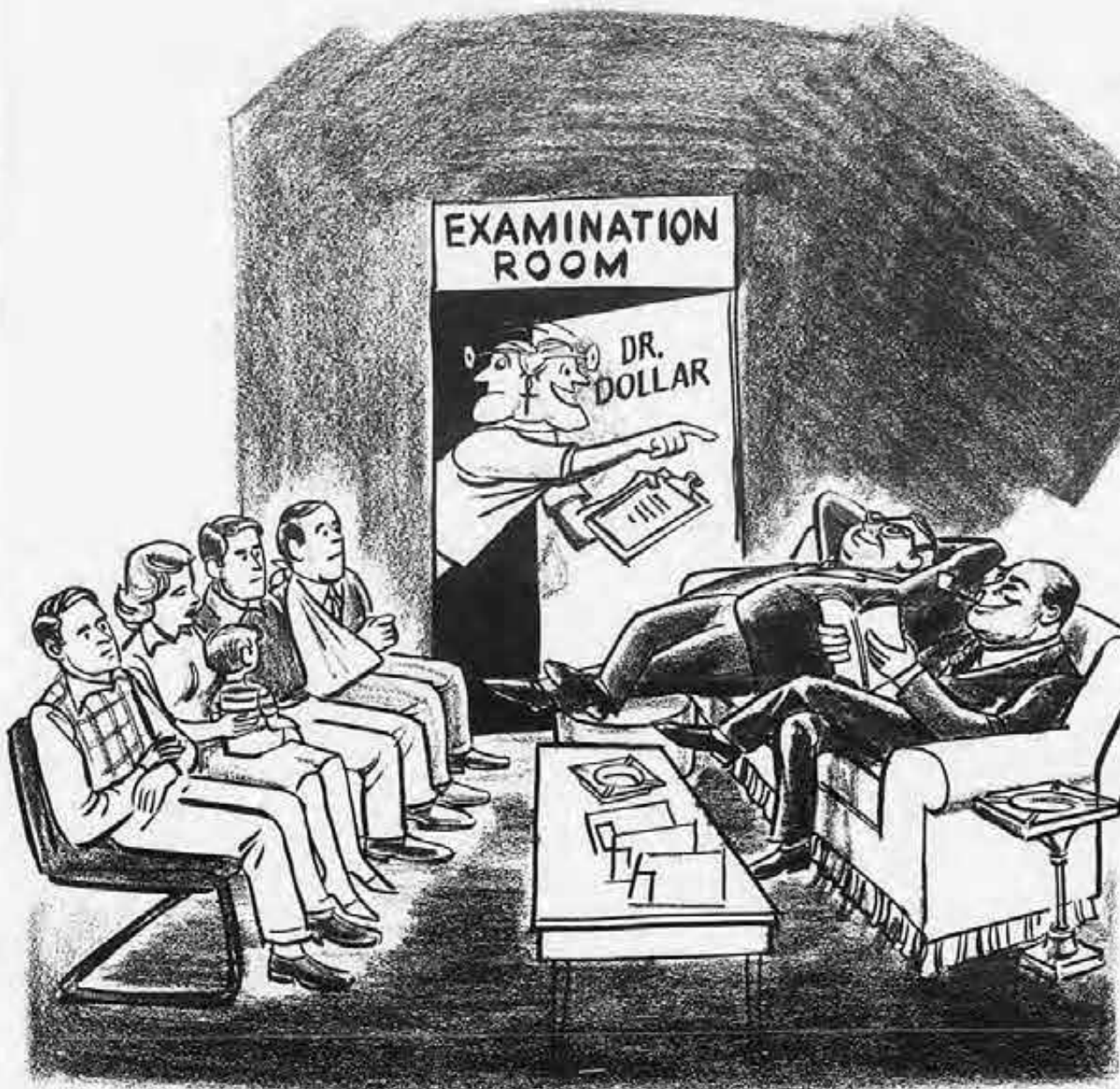
Seidman called on government and private groups, including labor, management and consumers, to develop "some real initiative and some real determination" to hold down mounting medical costs.

LABOR ROUND-UP

A comprehensive collection of tape recordings by Carl Sandburg, including both public appearances and private conversations, has been presented to the labor archives of Wayne State University by the International Labor Press Association and four AFL-CIO unions. The collection includes 160 boxed tapes and two leather-bound volumes of transcripts. The tapes had been made over many years by Leo Orso of Silver Spring, Md., a friend of Sandburg. When ILPA learned that Orso wanted to place the collection in an appropriate institution, it secured the agreement of the four unions to share the cost with ILPA itself. The cooperating unions are the Auto Workers, International Brotherhood of Electrical Workers, Meat Cutters and Steelworkers.

The Arizona Bricklayers Joint Labor-Management Apprenticeship Committee, under a contract with the Labor Department, will start 20 jobless and disadvantaged young men in the northern part of the state on their way to journeyman status. The bulk of the instruction will be given by journeyman members of Bricklayers Arizona Local 3 on the job site. However, the recruits will take six weeks of pre-job elementary school instruction conducted by the State Vocational Education Department, followed by 12 weeks of on-the-job training with selected employer-members of the Arizona Master Contractors' Association. The union will also give up to six hours a week of classroom instruction during this period.

"This Side First!"



"Medical care is a privilege—not a right!"

This statement set the basic theme for the first speech made to the American Medical Association by its newly-installed president, Dr. Milford O. Rouse, at the group's recent annual convention. He further set forth his contempt for those of his fellow Americans who can't afford to be sick on the grand scale—in which most of his members seem to delight—by assailing Medicare, Medicaid, what he termed "attacks" in the field of drugs, and other concepts he found "distressing" in the practice of medicine.

It must be acknowledged that a few smaller, less powerful doctors' groups were quick to deplore Rouse's remarks, but we can take small comfort from that. The vast majority of physicians in the United States belong to the AMA—indeed those who might otherwise not join often find their careers somewhat limited until they do join—and the vast majority obviously share Rouse's sentiments or they wouldn't have elected him as their chief spokesman.

The stand taken by Rouse could represent a giant step backward in the campaign by responsible government leaders, trade unionists and other citizens, to gain equality of medical care for all Americans regardless of their ability to pay. But it could also be a

blessing in disguise. Under its new president, the AMA can no longer pretend co-operation and mouth sympathy for the indigent sick while quietly ignoring them.

For the first time, through Rouse, the AMA has come right out into the open and admitted to the American people that it is against programs designed to ease their burdensome medical expenses and get them first-rate treatment. In light of this announced policy it can no longer continue to deny that it is actively attempting to sabotage not only Medicare, Medicaid and other existing programs, but proposed further health legislation as well.

Now that they are off the fence and have owned up to being on the side we knew they were on all along, perhaps they can be forced, at long last, to consider the welfare of their patients above their pocketbooks.

It is a national disgrace that a money-hungry power group and men like Rouse have been able thus far to hold the government at bay and blatantly defy the will of the public. We hope this new insight into the true motives of the AMA can be used as an effective lever to gain federal support for a national health insurance program and other much needed aid in the general area of community health care.

Your Friendly Druggist

Another revealing meeting which was held recently in New York City made it painfully clear that the doctor's long-time sidekick, the prescription filler, doesn't care a hang about the public—or the law—either. The nice little guy in the corner drugstore has announced he won't be so friendly anymore if he doesn't continue to get 10 times or more what the pills he peddles are worth.

Drugstore owners held a rally to announce that they will have no part of a city order that generic drugs be substituted for vastly more expensive—and no better—brand

names in filling prescriptions for Medicaid patients. \$2.50 for 1,000 tablets of the generic reserpine (for high blood pressure) instead of the \$38 they've been paying for the same number under the brand name Serpasol, they will not honor the prescriptions of the medically indigent at all; they can't afford to save money and pass the savings on to mere customers.

Perhaps the Federal government ought to go to the source and knock down the big pharmaceutical houses a few pegs before druggists all over the country start crying that they are starving to death from too much business.

Senators Cite 'Deeper Inroads' By Foreign Ships on Gt. Lakes

WASHINGTON—Noting the increasingly "deeper inroads" being made by foreign-flag lines into shipping on the Great Lakes, the Great Lakes Conference of Senators has proposed three amendments to appropriations bills designed to boost America's competitive position in the Lakes area. The changes would also serve to cut transportation costs for the Defense Department, the senators contended.

Announcement of the proposed amendments—which do not involve any additional appropriations but rather stipulate the use of existing monies—was made jointly by Senator William Proxmire (D-Wis.), Chairman; and Senator Philip A. Hart (D-Mich.), Vice-Chairman of the Great Lakes Conference.

"Nowhere is competition needed more urgently than in the Great Lakes where the United States is standing idly by while the foreign-flag lines make deeper inroads in the commerce of the heartland of our nation," the senators stated.

In a letter to Senator John L. McClellan (D-Ark.), chairman of the Senate Appropriations Subcommittee on State, Justice, Commerce, Judiciary and related agencies, it was noted by all 12 members of the Great Lakes Conference that "there is little or no American-flag vessel service" in the Great Lakes. The first amendment was aimed at this problem.

"To remedy this situation," the senators said, "we propose that \$8 million of the \$200 million appropriation be earmarked for operating subsidies on the Great Lakes."

A second amendment would assure that not less than 25 per cent of funds for ship construction be used to build ships that are physically able to use the St.

Lawrence Seaway. Most construction-differential subsidy money now being provided, the legislators pointed out, is for ships so wide in design that they will never be able to enter the present seaway system.

Hike Military Cargoes

Amendment number three was embodied in a similar letter sent by the senators to the chairman of the Appropriations Subcommittee on Defense, Senator Richard B. Russell (D-Ga.). It stated that due to the lack of U.S.-flag vessel service on the Lakes, the area "has had no significant quantity of military cargo moving through Great Lakes ports or the seaway. Therefore, they requested that Defense Department appropriations be amended to earmark

\$7.5 million for military cargo shipments out of the Great Lakes.

"We are certain," the lawmakers concluded, "that this change will not only give the Great Lakes a fair and equitable opportunity to move military cargo, but will . . . demonstrate conclusively that the use of this great artery of commerce will result in very real savings for the Department of Defense."

In addition to Proxmire and Hart, the Great Lakes Conference consists of Senators Frank Lausche (D-Ohio), Vance Hartke (D-Ind.), Stephen Young (D-Ohio), Gaylord Nelson (D-Wis.), Robert Griffin (R-Mich.), Everett Dirksen (R-Ill.), Eugene McCarthy (D-Minn.), Birch Bayh (D-Ind.), Walter Mondale (D-Minn.) and Charles Percy (R-Ill.).

Seafarers Assistance Needed For Leukemia Blood Donations

The loan of two pints of blood for just a few minutes can be the means of saving a child's life under a new process currently in operation at Maimonides Medical Center in Brooklyn, N. Y.

The Seafarers International Union is co-operating with Maimonides in support of this unique and valuable undertaking. Called plasmapheresis, the process involves the separation from donated blood of platelets (pronounced play-tuh-lets), tiny cells which are necessary for clotting and desperately needed by leukemia victims.

Maimonides is the first hospital in the eastern U.S. equipped to administer the platelets, free of charge, to patients from a wide geographic area. However, since the little cells cannot be stored and must be used within six hours after donation, a large number of daily donors is badly needed to continue the work and participation by Seafarers in the New York area would be much appreciated.

The procedure is painless and simple. Two pints of blood, one

at a time, are drawn and placed in a special machine to remove the platelets. Blood is then immediately returned to the donor's blood stream via the same tube. Platelets in the blood returned to the donor are replenished by his own body within a few hours.

Sufferers during the critical stages of the disease require up to 50 units of platelets a week. Current market price for the precious cells is \$35 a unit but through voluntary donations and grant of well over \$1 million by the U.S. Public Health Service, Maimonides can furnish them at no charge to the patient at all.

Any SIU member who wishes to aid in this important cause may call (212) UL 3-1614 for an appointment or go to the Platelet Donation Center at Maimonides Medical Center, 4802 Tenth Ave., Brooklyn, N. Y. 11219.

Oklahoma Next Target of R-T-W Committee

Oklahoma looms as the major 1967-68 battleground over the compulsory open shop issue.

Thwarted everywhere else after boastful predictions following the 1966 elections, the National Right to Work Committee, for the immediate future, is zeroing in on Oklahoma.

In 1964, an all-out campaign by the Oklahoma labor movement turned back a so-called "right-to-work" referendum by a close margin.

Now, the open-shoppers are back again. The plans of the national committee and its cohorts and frontmen in Oklahoma were to attempt to get a petition this summer to get the RTW proposal on the ballot on primary election day in 1968.

However, Oklahomans for Right to Work suddenly announced last week that they are "postponing" their petition campaign for five weeks. They were vague about the reasons but a cool reception from some quarters is thought to have had a dampening effect on their enthusiasm.

In the aftermath of the 1966 elections, NRTWC claimed in a headline on its newsletter: "Support for Right-to-Work Proves to Be Political Asset; Election Results Put New Steam into State RTW Campaigns." It called the 1966 election results "a sweeping election victory for supporters of voluntary unionism" and claimed the results provided "the best climate to enact state right-to-work laws in over a decade."

Subsequently, in a news release, the committee announced it would begin drives for open shop laws in Oklahoma, California, New Mexico, Idaho, Missouri, Pennsylvania, New York, Delaware, Illinois and Massachusetts.

Here is what happened in other states the Right to Work Committee keyed in on:

- **New Mexico**—A proposal for a referendum on the issue was defeated in the state legislature, 40-30. This is the sixth time the state legislature has defeated an open shop proposal.

- **Massachusetts**—A bill was introduced and defeated in the state house of representatives 210-0. This is the fourth time Massachusetts has defeated "right-to-work."

- **Montana**—In this state, where the committee had high hopes, no bill was even introduced, despite the fact that to the satisfaction of the committee a conservative Republican governor is the state's executive, and one house of the legislature is GOP-controlled.

- **Idaho**—An extreme conservative was elected governor in 1966. Both houses of the legislature are Republican-controlled. Yet no "right-to-work" legislation was even introduced. In the past open shop proposals have failed seven times in the state legislature.

- **Missouri**—No sight of a "right-to-work" bill, though the state RTW committee has hired a full-time executive assistant. The issue was defeated in the Missouri legislature 10 years ago.

- **Pennsylvania**—There has been constant and increasing activity behind "right-to-work" for four years under a full-time employee of the Right-to-Work Committee. Yet, no bill was presented to the legislature. Both houses are Republican-controlled, and the governor is a Republican.

- **Illinois**—An open shop was defeated 19-8 in committee. The only other time the issue came up in Illinois was 1957 when RTW was introduced in the state senate. It never got out of committee. Individual RTW petitions have been circulating in the state for years. They have no legal validity.

In California, New York and Delaware, there has been little

perceptible "right-to-work" activity. However, in California — where RTW was smashed 3-2 in a 1958 referendum—organizational meetings for a new state RTW committee have been held.

In Wyoming, "right-to-workers" had their backs to the wall when the house passed a bill to repeal the state's open shop law, 34-27. Senate failure to act on the bill rescued compulsory open shop backers from a second successful repeal effort in recent years. Indiana repealed its "right-to-work" bill in 1965.

So Oklahoma is left as the main area of hope for the Right-to-Work Committee for the immediate future, and the proposal's fate there is far from certain.

Some inferences can be made from the above facts:

1. Many moderate and conservative Republicans appear to have wearied of fighting the Right-to-Work Committee's battles. Normally, they are the committee's major source of support. Those in Congress and the state legislatures ordinarily have taken up for Right-to-Work Committee causes. Conservative Republican and right-wingers customarily are the ones who finance RTW referendum efforts and who work in statewide campaigns.

2. Perhaps the committee has gone to the well too often in some states. Oklahoma went through a bitter referendum battle three years ago, and "right-to-work" lost at the polls. In California, when it was defeated 3-2 in 1958, RTW dragged down many leading Republicans. The committee has not added a state to the list in four years and—except for Indiana—has never scored in a major industrial state. Today, 19 states have such laws, most of them in the south.

3. The committee's close ties with the right wing may finally have scared off more respectable conservatives from both financing and aiding in statewide campaigns for "right-to-work."

4. The committee faces no pushover in Oklahoma. In a recent by-election in Tulsa, an avowed Republican supporter of "right-to-work" went down to defeat by Democrat who opposed it. The Republican lost even though both the Republican governor and the Republican state chairman came into the district to campaign on his behalf.

Tulsa Republicans led a move at the subsequent state GOP convention to renounce "right-to-work." They pointed out that many union members who were Republicans refused to support their Republican senatorial candidate because of his "right-to-work" views. Instead these union members with normal GOP sympathy wound up working to elect the Democrat. As a result, the GOP state platform takes a very fuzzy position on right-to-work. In addition the Democratic platform, which came out against "right-to-work" in 1964 rather reluctantly, now contains a flat disapproval of the issue.

5. The committee's claim that support of "right-to-work" is potent politically does not stand scrutiny and is clearly self-serving propaganda. The committee's Nov. 25, 1966, newsletter proclaimed "In all, a total of 50 House incumbents who supported repeal of 14(b) will be among the missing when the 90th Congress convenes in January."

The newsletter suggested that in many cases support for 14(b) repeal was a major factor in defeat of liberal incumbents. The fact is, 14(b) repeal—for or against—failed to materialize as a compelling issue in any congressional campaign. If the numbers game the committee began were pursued, it could be pointed out that 174 House incumbents who voted for 14(b) repeal were re-elected.

Retail Clerks Hold Convention

BAL HARBOUR, Fla. — The Retail Clerks International Association (AFL-CIO) is better prepared than at any time in its 80-year history to meet the challenges of "one of the fastest-growing, most rapidly-changing industries" in the United States and Canada, RCIA President James A. Suffridge told 1,000 convention delegates here last month.

AFL-CIO President George Meany told the delegates "it is a fundamental truism that the unorganized, low paid worker is a menace to the high standards achieved by those who are organized" and stressed organizing as "still the prime responsibility" of union members.

Also addressing the convention was SIU President Paul Hall. Speaking of the trade union movement's role in rallying support for Israel when it was threatened by the Arab blockade, Hall, who is also president of the Maritime Trades Department (AFL-CIO), said the big "oil cartels" were ready to sacrifice Israel "on an altar of black gold."

Among other speakers heard by the RCIA delegates were Secretary of State Dean Rusk, Vice President Hubert Humphrey,

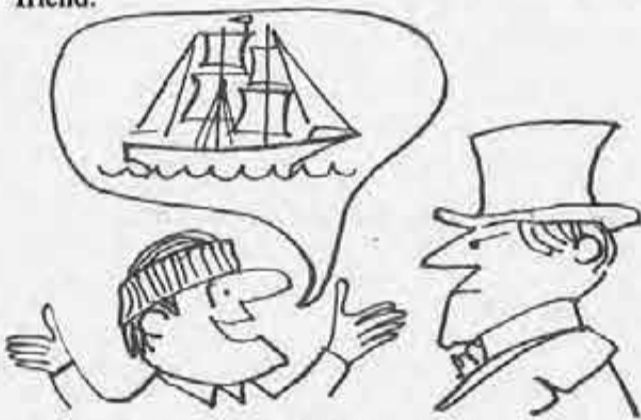


The Scuttlebutt about Blue Monday

This is part number four of a SEAFARERS LOG feature series dealing with the many expressions used in everyday American speech that had their origins in seafaring jargon. They are words and phrases we all use but whose origin would surprise most of us simply because we have always taken them for granted and never wondered where they came from. This series will be continued in future issues of the LOG.

THE number and variety of seafaring words and phrases that have made their way into everyday speech is immense. For instance:

Failure to repay a loan promptly is a sure way of putting even old friends AT **LOGGERHEADS**. Once the debtor has failed in all attempts to **BLUFF** his way through the situation and **BAMBOOZLE** his creditor with promises of payment in full "**WHEN MY SHIP COMES IN**", he can do little more than tell his anxious creditor to "**KEEP YOUR SHIRT ON**" while he goes out to **FIND AN ANGEL** who will advance him sufficient money to pay off his previous debt. Should he fail to find an angel, he may have to **SLIP HIS CABLE** in order to get out of the unpleasant situation, even though he might regret his inability to be open and **ABOVE BOARD** with his friend.

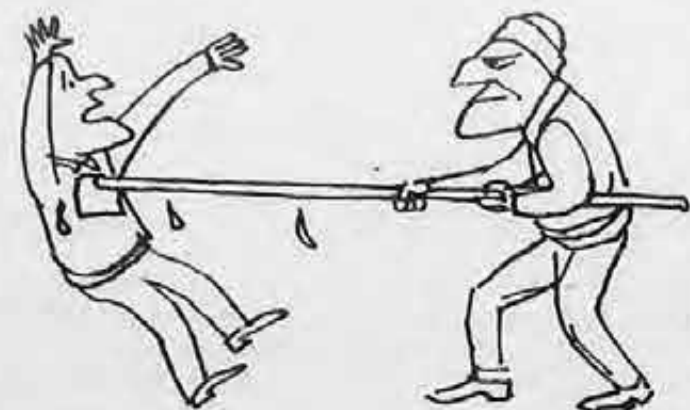


These are all phrases that had their origins in the history of seafaring and seafaring men.

The phrase **BEING AT LOGGERHEADS** is used today to indicate that two or more people or groups are seriously opposed to one another over some issue. The term originated with a tool used aboard sailing ships called a loggerhead, which was a steel implement resembling a gardener's hoe at the end of a long wooden handle. It was used for paying pitch into deck seams.

Two men were usually employed at this tedious and nerve wracking job, each working on adjoining seams. No tar could be wasted and none of the sticky substance left on the deck outside the seams. Often a race began developing between the two men as they worked their way up or down the deck, and raw nerves and rivalry sometimes led to vicious battles with swinging loggerheads that gave the phrase **BEING AT LOGGERHEADS** its meaning.

The appearance of a bluff coastline with its steep cliffs rising out of the water, and the desire of seafaring men to stay at a safe distance from such an area where frail sailing vessels could easily be dashed to pieces, led to the application of the word **BLUFF** to any attempt to deceive someone by a show of strength or assurance. In the same way that a coastline made up of the steep, rocky geological formations known as bluffs was enough to convince the seafarer not to venture near, the present-day poker player with a weak hand tries to **BLUFF** his opponent into backing down with a great show of strength and assurance.



BAMBOOZLE is another word meaning "to deceive", and although its origins are more obscure than those of bluff there is ample evidence to indicate that it is another word that first came into use on the high seas.

BAMBOOZLE seems to be a word coined by pirates and applied to the pirate maneuver of concealing the identity of the pirate ship from its intended victims or the law by temporarily flying a legitimate flag when the need arose. After sighting a merchant vessel for instance, the pirates might determine its nationality and promptly pick the proper flag from an ample supply and run it up. The pirate ship might then be able to approach the intended victim without causing any alarm until it was too late for the victim to either flee or take significant action.

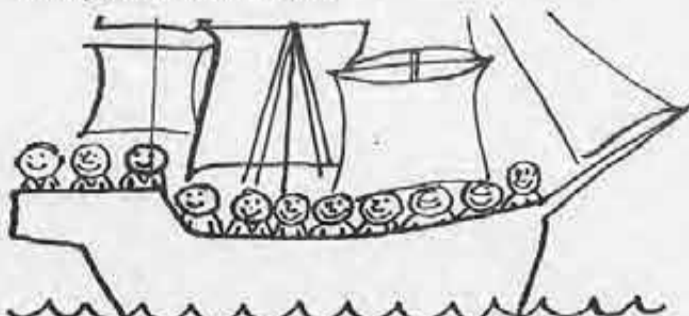
This particular maneuver designed to **BAMBOOZLE** the intended victim was known as **SAILING UNDER FALSE COLORS**—referring to the color of the flag they hoisted—and the phrase is used today to refer to any sort of misrepresentation designed to deceive someone.

Pirate trickery brought still another phrase into our present language, **ABOVE BOARD**. Today we use this phrase to denote common honesty, but the phrase came into use to denote just the opposite trait.

Disguised as honest merchantment by sailing under false colors, pirate crews stayed out of sight below decks while approaching a vessel destined to be attacked. **ABOVE BOARD**, everything looked shipshape. But below decks pistols were being charged and cutlasses sharpened for the kill. The skippers of honest merchant vessels of course always kept their crews **ABOVE BOARD**, having nothing to hide.

Because of the depredations of pirates, some shipowners never realized the dream of **HAVING THEIR SHIP COME IN**.

Today we use this phrase to denote sudden wealth. No matter how a man invests his money—on the stockmarket, in a business or at the racetrack—he dreams of the day when he will strike it rich,—"WHEN MY SHIP COMES IN", he says. Even in its origin the phrase meant the same thing as it does today, sudden wealth, but it was spoken very literally and men watched the seaward horizon very closely for sign of a familiar sail.



In the early days of seaborne trade, promoters often sent ships to distant lands with hopes of having them return laden with profitable cargoes either of merchandise or treasure. To finance such projects the promoter borrowed money, giving the lender a promissory note to repay the debt. But since no one could possibly say when the vessel and its hoped-for cargo would return, no date was set for repayment of the loan. Instead the promoter promised to pay "**WHEN MY SHIP COMES IN**". When—and if—his ship came in, the venture would almost certainly pay off handsomely.

It was just such an arrangement that brought Columbus to America, except that Columbus did not just wait around for his ship to come in, but went along with it.

Besides the discovery of America, we are indebted to Columbus' voyage for the introduction of a much used phrase into common American usage—**FINDING AN ANGEL**.

This is a phrase used a great deal in the entertainment world for the process of finding someone with the necessary money and willingness to finance a production. But it was Columbus who found the original "**ANGEL**" in the person of Luis Le Sant-Angel, who put up the necessary cash for the Pinta, Nina and Santa Maria to set sail. Somehow Queen Isabella of Spain has been associated in the popular mind with the solution of Columbus' financial difficulties, but in truth it was Luis de Sant-Angel—the original "**ANGEL**".

Because of the manner in which these promissory notes were made out and signed, the financier could not hound the promoter for repayment, but had to **KEEP HIS SHIRT ON** and wait patiently for the ship to come in. This phrase is used today as a warning to hold your temper and not get excited or do anything rash. **KEEP YOUR SHIRT ON** goes back to that rugged breed of seafaring men, the Vikings, who were noted for fits of anger and towering rage in savage battle.



Roving up and down seacoasts, the Vikings were marauders who pillaged the countryside for booty. In battle, the Viking warriors normally wore an armored shirt studded with flexible steel plates for protection from swords and spear thrusts. But at the height of battle, or if he really lost his temper the Viking warrior might tear off the heavy garment so as to have more freedom to swing his broad sword, take more pride in his bravery, or just show his contempt for the enemy. **KEEP YOUR SHIRT ON** thus became a warning to hold your temper in check.

The Viking armored shirt and the temperamental Viking disposition led to still another phrase we use today. We say that someone in an overpowering rage has **GONE BERSERK**. By this we really mean that he resembles an ancient Viking, who were called "Berserkers" because at the frenzied height of their rage, when they tore off the armored shirt, called a sark, they were bared of their sark—which was eventually shortened into **BERSERK**.

The sight of a dragon ship full of armed Vikings was enough to make the captain of any vessel in the harbor **SLIP HIS CABLE** and try to get away in a hurry, leaving his anchor behind. To this very day this phrase is used to describe getting out of town fast, and hopefully unnoticed, to avoid a dangerous or merely unpleasant situation.

To escape an enemy or the law by drifting silently out of a harbor with the night tide, the anchor had to be sacrificed because the clatter and noise of upping anchor traveled long distances over water and are a dead giveaway that a ship is taking a powder. By cutting the anchor line, escape could be achieved quickly and silently. A somewhat more legitimate occasion for **SLIPPING THE CABLE** occurred when the anchor line fouled on the bottom and had to be cut so the ship could get underway.

Among seafarers themselves, the phrase "he slipped his cable" had a somewhat different meaning however, meaning that "he", whoever he was, had died.

This feature to be continued in a future issue of the SEAFARERS LOG.

Hood Attacks 'Build-Abroad' Forces

U.S. Yards Can Handle Upgrading Of Merchant Fleet, Congress Told

WASHINGTON—Edwin M. Hood, president of the Shipbuilders Council of America, has issued a challenge to the federal government and U.S. shipping operators demanding that they discount allegations that his industry cannot fulfill the American merchant marine's ship-replacement needs and "put us to the test."

The challenge was contained in identical letters to the chairmen of the three congressional groups directly concerned with maritime affairs—Senator Warren Magnuson (D-Wash.) of the Senate Commerce Committee, Senator E. L. Bartlett (D-Alaska) of the Senate Subcommittee on Merchant Marine and Fisheries, and Representative Edward A. Garmatz (D-Md.) of the House Committee on Merchant Marine and Fisheries.

The letter was addressed to Magnuson, Bartlett and Garmatz only as a matter of protocol because of the committees they head. All three have long been individual supporters of building American ships in the U.S.

"Lately," Hood declared, "there has been a spate of allegations, exclusively from non-shipyard sources, suggesting that U.S. shipbuilders could not accommodate the additional volume of shipwork inherent in a conscientious effort to revitalize the American merchant marine." He said the reason for these demurrers was an obvious attempt to justify the export of shipbuilding contracts and jobs abroad, thus harming this country's balance of payments.

"On behalf of the U.S. shipbuilding industry," the letter went on, "let me state as simply, as clearly and as emphatically as I can—that these allegations just aren't true! Whatever self-seeking purpose these downgraders of American industry and ingenuity may have in mind, there is sufficient competent and ready capacity to build as many as 50 large, ocean-going merchant ships annually. Moreover, given the opportunity . . . the U.S. shipyard industry can meet and probably exceed the most ambitious ship replacement requirements of U.S.

Sea-Land Begins Oakland Service To Vietnam

Direct container service to Vietnam has been inaugurated by SIU-contracted Sea-Land Service, Inc., with the sailing of the *Bienville* from Oakland, Calif.

The vessel, a converted C-2 carrying 226 containers laden with dry and perishable cargo, will be joined on the new run by two other similar ships.

Initially, Sea-Land will provide sailings every 15 days from Oakland to Da Nang and within a few months three additional ships will provide a like 15-day service from Seattle and Oakland to Cam Ranh Bay.

In addition to the trans-oceanic sailings, the company's two-year, \$70 million contract with the Military Sea Transportation Service calls for another container ship which will shuttle between Cam Ranh Bay, Saigon and Qui Nhon.

flag operators—of this we are truly confident."

Hood said his statements were verified by findings of the accounting firm of Ernst and Ernst in a comprehensive survey of the industry, which has been filed with Congress and is a matter of public record, as well as by the knowledge of expert shipbuilders.

"We therefore challenge those Federal Government spokesmen and shipping operators who say that U.S. shipyards cannot do the job to put us to the test," continued the letter. "To paraphrase President Johnson's words (in a recent Baltimore speech), let's begin to talk about some of the things that are right about U.S. shipbuilding. Let's cut out all of the gobbledegook! Let's replace surmise with proof! Before there is any further talk of building ships abroad, let our own yards demonstrate their ability to produce the ships which are so urgently needed. There is nothing so powerful as truth, and . . . a fair test will prove the truth of (our) convictions."

In conclusion, Hood asked that the industry be given "a better procurement environment than heretofore, plus an expanding, not

a limited workload, and we will deliver the ships as required." "Let everyone know," he declared, "Whether they wish us well or ill, that we will not fail in this pledge. All that is needed for its fulfillment is the good faith of those who to this point do not fully appreciate the real capabilities of the U.S. shipbuilding industry."

Bridge-to-Bridge Radio Gear Urged For Large Vessels

WASHINGTON—Legislation that would require all large ships in United States navigable waters to be equipped with bridge-to-bridge radio communication equipment has been introduced into both Houses of Congress.

U.S. North Atlantic port interests, especially New York, are urging swift passage of such legislation, which they feel would help reduce the danger of collisions between incoming and outgoing vessels in the crowded and often fog-shrouded harbor approaches.

Besides New York, other particularly congested areas of high collision possibilities are the Delaware River leading to Philadelphia, the mouth of the Chesapeake Bay leading to both Hampton Roads and Baltimore, and the San Francisco Bay area.

The proposed legislation would apply to all vessels of 300 gross tons or over which are power driven, and all passenger-carrying vessels of 100 tons or over. Dredges and other floating plants operating in or near channels or fairways would also be required to carry such equipment.

The legislation would apply to vessels operating in all U.S. waters except north of Baton Rouge on the Mississippi River and its tributaries and on the Great Lakes. The Great Lakes, it is pointed out, already has a multi-channel radio system in operation.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Governor John J. McKeithen has called upon the eight trunkline railroads serving the Port of New Orleans to consider absorbing the increase in wharfage recently adopted by the Dock Board.

The wharfage, a fee assessed by the Dock Board against cargo passing over its wharves, has been increased from 15 cents a ton to a level of 35 to 50 cents a ton, dependent on the commodity shipped.

In a telegram to the top executives of the various railroads serving the Gulf Ports, Governor McKeithen pointed out that in the past the railroads have absorbed in total the wharfage fee assessed, and it was hoped that this would continue to be the case. Otherwise Louisiana ports will be at a dis-

advantage in the competition for cargo with other Gulf ports.

A meeting of the American Waterways Operators-Region Three was held in Greenville,



Roney



Perkins

Miss. Problems of concern to shipping in the Gulf ports were discussed.

Grain shipments through the port of New Orleans have increased considerably in the past week with the following ships calling here and loading grain: the *Marore*, *Chilore*, *Santore*, *Penn Transporter*, *Penn Exporter*, *Yellowstone*, and the *Rambam*.

Now being added to the Lower Mississippi River area—the export grain capital of the world—is a three-million bushel grain elevator at Reserve, La. The South Louisiana Port Commission is building the elevator which will have an annual handling capacity of 75 million bushels.

Now beached, but looking forward to a regular run out of this port is *Donald Beck*, whose last ship was the *Alcoa Voyager* on the Waterman North Europe run.

Joseph Savoca, who last shipped on the *Del Oro* on a trip to West Africa, is waiting for a Boat-swain's slot on any ship on any run.

Houston

Juan Gutierrez is set for a job in the engine department now that his vacation at home is over.

Juan Rodriguez is looking for a job on the *Inger* because she's the "best ship in the Gulf."

Mobile

F. E. Edmonds, who has been shipping from the Gulf area for the last twenty years in all deck ratings from AB to chief mate and makes his home here, is just off the *Claborne*. He last shipped as mate on the Puerto Rico run.

Andy Thompson, who also is a native of this port, has been shipping from here for the last twenty-five years in all deck ratings. His last trip was to Vietnam on the *Hattiesburg Victory*. Andy has a son serving in Vietnam.

Clarence E. Roney is back after nearly seven months on the African run aboard the *Del Monte*. After a short rest, Clarence will be ready to go.

John Forgette has just completed several short runs to South America aboard the *Del Mar* as third electrician. He is married and makes his home in Bayou La Batre, Alabama.

J. C. Steele is now ready to ship out after having been unfit for duty for several months. He's looking for a steward's job.

Buccaneers of Old Missed Booty Beneath Their Feet



These high quality diamonds, weighing about one-half carat each, were recovered from the ocean floor in a voyage of one day. There are nearly 800 gems in the pile, with a total weight of over 300 carats. Total value of pile is more than quarter of a million dollars.

With the promise of wealth and adventure, the sea has drawn men to her for centuries. Down through the ages she has made many men rich. Now, to those hearty men willing to do combat with turbulent waters and vicious undertows, she offers diamonds.

Commercial ocean diamond mining, is now a reality through the use of modern knowledge and a unique fleet of vessels nicknamed the "Diamond Fleet."

The Diamond fleet consists of eight vessels which are sweeping the Diamond Coast, an area which stretches nearly 1,200 miles along the Atlantic coast of South and Southwest Africa.

The "Diamond Fleet" is providing a steady stream of high quality diamonds for the world's markets. The vast majority of the diamonds mined by the fleet are of gemstone quality, usually about one-half carat.

Despite the dangerous offshore waters, the fleet is in operation 24 hours a day with a crew of nearly 700 men.

Two of the fleet's ships search the seafloor for the location of the diamonds, usually found on or near bedrock in sediments up to ten feet thick. The ships are equipped with unique survey-prospecting machinery and instruments.

After the site has been pinpointed, a 26-inch drill is lowered into the water until it touches the seafloor. Water at high pressure is then injected alongside the bit to loosen the sand while air is pumped down a hose attached to the drill, forcing the sand and water through the hollow stem of the drill up onto the deck.

On deck, a whirlpool device concentrates the material which is then carefully hand sorted to pick out the diamonds.

Two theories on how the diamonds came to be on the seafloor are offered.

One is that millions of years ago they were washed down to the sea along African rivers, such as the Orange, then carried along the coast by currents and wave action until they settled in the sediment on the ocean bottom.

The other theory states that finding diamonds on the ocean bottom is logical since land adjacent to the shore has rock formations running through it which often contain diamonds. It is assumed that these diamond bearing rock formations extend out into the sea.

The Pacific Coast

by Frank Drozak, West Coast Representative



The SIUNA-affiliated Sugar Workers Local 1 voted last week to accept the California and Hawaiian Sugar Refinery Company's public recommendation offer to end the 43-day strike at Crockett, California.

The workers voted 633 to 200 in favor of the offer, after the new package received the endorsement of the sugar worker's negotiating committee. The agreement shows a 15-10-10 across the board increase in wages over a three-year period, with the 15 cents retroactive to February 1,



Bubar

Combs

1967, the expiration date of the old contract.

Also included is a non-contributory health and welfare plan in the third year of the contract, plus a new pension plan, new severance pay and contract clauses for arbitration on new equipment and methods put into effect. Also covered are overtime procedures, grievance procedures, substitute holidays for holidays falling on Saturday, a worker's safety committee and liability coverage of employees when driving company vehicles.

San Francisco

In a primary election, held on July 18, San Franciscans eliminated city supervisor William Blake from the race to determine the successor to the late State Senator Eugene McAteer.

The race is now between State Assemblyman John Burton, Dem-

ocrat and Republican Judge Milton Marks. The SIU supports Burton in this race, which will determine which party will control the State Senate.

Shipping is good in this area and we expect more of the same in the coming weeks.

Wilmington

Shipping is active and we expect this situation to continue for awhile.

Arthur Fricks stopped by the hall to pick up overtime sheets. He serves as ship's delegate aboard the *Arippa*. Arthur found time to say hello to friends in the area.

Jessie Puckett, who is on an SIU pension, is visiting relatives here. Jessie lives in the East, but told us he might make the West his permanent home.

Seattle

Thomas Bubar is looking for an Alaskan run after spending some time in dry dock. His last job was as AB on the *Summit*. He told us he really appreciated the money he received in sick pay. Tom thinks it's one of the finest benefits any maritime union ever had.

L. W. Combs took an AB's job on the *Kenyon Victory*, which is heading for Vietnam. His last job was on the *Steel Designer*.

W. L. Everett, a 20-year SIU man, will be ready to ship out soon. His last job was as chief steward aboard the *Seattle*.

Sailing Ship, 1800 Years Old Salvaged From Thames River

British archaeologists have proved that an ancient ship, found under layers of silt on the floor of the Thames River four years ago and believed to be 1,800 years old, is the oldest known sailing ship in northwestern Europe.

According to archaeologist Peter Marsden, of London's Guildhall Museum, the ancient 55-foot-long craft was a Roman-English barge that was carrying a cargo of building stones up the Thames River when it was accidentally sunk, probably in a storm.

The stones which the barge was carrying are believed to have been destined for the wall with which the Romans, for centuries, surrounded "Londinium," the ancient Roman capital of England and the site of present day London.

Julius Caesar's legions invaded Britain in 54 B.C. and Marsden believes that Caesar might have been referring to the "Thames-ship" when commenting in his writings on how vessels built by the Veneti, a Celtic tribe that once inhabited northwest Gaul (now France) differed from those of the Romans. The Veneti style of ship-building was common to Celtic tribes that lived on both sides of the English Channel.

Caesar's writings describe the Veneti ships as being built of oak with flatter bottoms than those of

Roman vessels and with high stems and sterns. The hulls of these wooden ships are described as being so solid that when the Romans attempted to sink the vessels in battle, they found it almost impossible to do.

Below decks, the ships had great oak beams that were a foot wide and fastened with iron bolts as thick as a man's thumb. The ships did not employ slaves at oars, as did the Roman ships, but instead depended solely on sail for propulsion. Some of the ship's timbers weighed as much as half a ton.

Among the interesting relics found in the barge, when it was raised from the Thames, was a small Roman bronze coin from the time of the Emperor Domitian, minted in Rome in 88-89 A.D.

It was found in the socket which received the mast of the ship and was evidently placed there for good luck, in accord with the ancient sailor's superstition, a superstition which is still followed to this day.

Railroad's Freight Rate Increase Encounters Widespread Opposition

WASHINGTON—A proposal submitted by the nation's railroads calling for sweeping selective rail rate hikes has generated massive opposition from maritime labor, virtually every major industry, regional area, trade association, industry association and port group that would be affected, including the United States Government.

In making their opposition clear to the Interstate Commerce Commission, the groups blasted the proposed rate hikes and their selective nature. Many critics also hinted that the railroads had doctored their financial statistics to make it appear that rate hikes are justified when in actuality they are not.

As the LOG went to press, the Interstate Commerce Commission had given the railroads permission to raise their freight rates 3 per cent, or about \$300 million a year. Full details on the freight rate increase will be carried in the next issue of the *Seafarers Log*.

The proposed rail rate hikes would apply to virtually every commodity moving in interstate commerce, both bulk and general cargoes and including coal, ores, agricultural products, livestock, raw materials, manufactured goods, etc. The general overall rate boost would be about 3 per cent, but on certain selected commodities moving to and from certain regional areas, the increase would be either less than this figure, or of such a special nature that, it is charged, the rates would be discriminatory against certain areas, commodities or industries.

For instance, the Lake Carriers Association vigorously attacked a heavier increase on the rail portion of rail-water movements, which it charges is designed to squeeze the water carriers out of the market. The lake carriers pointed out that this is just another phase of the long-standing railroad tactics of eliminating waterborne competition by means of selective rail rate cuts.

The selective nature of the proposed rail rate hikes ran into bitter opposition from many northern port associations, including the North Atlantic Ports Association, the Port of New York Au-

thority and the Virginia State Ports Authority. The ports have accused the railroads of trying to upset the delicate competitive balance between the northern and southern ranges of ports by proposing smaller rate increases for southern ports than for northern

ports. The southern railroads have generally requested fewer and smaller rate increases than have the Northern railroads.

The U.S. Department of Agriculture was highly critical of railroad claims that higher wage costs justify the proposed rate increases.

Right-Wing Smear Tactics Used Against Senator Church

Through smear tactics and a formal Recall Petition, Radical right-wing leaders in Idaho are engaging in an all-out effort to unseat that state's liberal Democratic senator, Frank Church, because of his views on the Vietnam war and his support of the U.S.-Soviet Consular Treaty.

Although John Birch Society leaders, typically, deny having any connection with the campaign, it smacks strongly of methods used by Birchers and has the open backing of a similar group, the Liberty Lobby.

The attack on Church, financed by a wealthy right-wing Californian who says he might also make like attempts toward stilling the public voices of Senators William Fulbright of Arkansas and Wayne Morse of Oregon, involves the distribution of lie-loaded literature to the public as well as the recall petition itself.

In the petition, addressed to the Secretary of State for the State of Idaho, the promoters demand that Church be recalled "by the people" and a special election be called for the following reasons:

"1. Senator Church has consistently opposed military measures which would help win the war in Vietnam and save the lives of hundreds of Americans dying in Vietnam each week the war continues.

"2. At a time when Americans are being killed in Vietnam by Russian bullets fired from Russian guns, Senator Church, contrary to the best interests of the citizens of Idaho, has supported the Soviet Consular Treaty thereby giving aid and comfort to the Soviet Union."

Church is by no means alone in his position on the Vietnam war and the treaty referred to has already been approved by Senate vote, so his support of it is not unique. Also, there is some doubt as to the legal possibility of recalling a U.S. Senator under the Constitution and very little chance that the more than 25,000 signatures sought by the petition could be obtained.

Obviously, the real reason behind the movement against Church is an effort on the part of right wingers to harass, smear and silence him—and perhaps damage his chances for re-election in 1968.

If such is the case, and the facts indicate that it is, the recall attempt may be in the nature of a trial balloon launched by right-wing leaders with an eye to using the same technique in other areas—civil rights, civil liberties or anything else they are opposed to.

Traditional Pattern

Denial of involvement by Birch leaders—even though they admit that some of their individual members may be taking part—is to be expected. It is part of their pattern of operation. The Birch Society rarely involves itself but rather, in its *Blue Book*, encourages members to "organize fronts—little fronts, big fronts, temporary fronts, permanent fronts, all kinds of fronts" for the Society. The book advises that the most effective fronts are the temporary ones—organized to accomplish one purpose and then quit—and emphasizes that there should be "some fading out and new ones coming in all the time."

The recall action against Church incorporates all of these elements. The "front" sprang up over night and is called the "Victory in Vietnam Committee." It has strong right-wing support, including Liberty Lobbyists, and circulates smear-laden propaganda.

It is impossible to positively establish direct connection between the recall and the Birch Society but at least two members of the Idaho Birch Society are known to be prime movers in the effort. One of the original instigators of the move withdrew his name with the charge that the Birch Society is behind it and that he had been misled about the purpose of the recall.

Another indication of Birch involvement is the fact that the first announcement of the recall petition was in the pages of the weekly *Yakima*, Washington, "Eagle," long an expounder of the Birch line. One of the paper's contributors, rightist writer Ronald Rankin, has been hard at work in Idaho and other nearby western states for the last three years.

Baby Sub Rout's Rude Swordfish

Alvin, the baby submarine of the research vessel *Lulu*, docked at Charleston recently and its three man crew told of a duel with a 200-pound swordfish in the Gulf Stream.

The crewmen said the Alvin was settling on the Blake Plateau off the Georgia coast when the fish attacked their baby sub without so much as an "En Garde."

The thrust of the swordfish was so powerful that the fish pierced the outer separator of the sub and became stuck to the ship.

The Alvin surfaced with the fish attached and was taken aboard the *Lulu* where the deep sea dueller was disengaged from the vessel.

The duel over, the sword was kept as a trophy and the vanquished loser was served to the twenty-man crew of the *Lulu*.

Six More Seafarers Join Growing SIU Pension Ranks



Bowman Dolsen Knetchel Brower

The names of six additional Seafarers have been added to the list of those who are receiving SIU pension benefits. The latest additions to the pension roster are Charles Bowman, Alexander Dolsen, Felix Knetchel, Anson Brower, Carl Hoogenwerf and William Collins.

Charles Bowman joined the SIU in Chicago. He sailed with the Great Lakes Towing Company for 29 years. Bowman is a resident of Chicago with his wife, Anna.

Alexander Dolsen joined the Union in Detroit. He sailed as line-man and he was employed by the Great Lakes Towing Co. Dolsen lives in Detroit with his wife, Margaret.

Felix Knetchel sailed on Great Lakes ships as deckhand and oiler. He joined the union in Toledo and lives in that city with his wife, Sophia. He was employed by Great Lakes Towing.



Hoogenwerf Collins

Anson Brower sailed as a deck-hand on railway tugs operated by the Baltimore and Ohio Rail Road. He joined the union in New York. Brower lives in Staten Island with his wife, Hildegrade and has always made his home there.

Carl Hoogenwerf was employed by the New York Central Railroad as a deckhand. Born in Holland, he now lives in Fairview, N.J., with his wife, Germaine. He joined the Union in New York City.

William Collins joined the Union in New York and sailed as a

bridgeman. He lives in Point Pleasant, N.J., with his wife, Lucy. Collins was employed by the Pennsylvania Railroad. He is a native of New York City.

Final Departures

Ralph Miller, Jr., 41: Brother Miller died May 27, 1967, aboard the Inger in the vicinity of the Canal Zone. Seafarer Miller was a member of the engine department and joined the Union in the port of New York. Born in Denver, he lived in Houston. Miller served in the U.S. Navy for two years. Surviving is his wife, Louetta. Burial was in Houston.



Hugh Dick, 79: Brother Dick died on July 5, in Jersey City, N. J., from heart disease. He was born in Kearney, N. J. and joined the Union in New Orleans. Dick sailed as a bed room steward on SIU-contracted passenger vessels since 1940. At the time of death, he was on an SIU pension. His last ship was the Maiden Creek. Surviving is his wife, Margaret Dick, of Tom's River, N. J.



Seafarer Palencar Makes the Climb To Top of SIU Upgrading Ladder

Seafarer George Palencar, 27, is a SIU pacemaker. He was one of the first to upgrade to AB through the union's upgrading program and began attending the Harry Lundeberg School of Seamanship Deck Officers Training Program shortly after the course was begun. Ironically, he never

as an AB. His main interest today is "to advance himself in the Seafarers as much as possible," according to George. "I'm trying to get him to apply to the mate's school," George told the LOG.

George followed in his brothers' footsteps, becoming a Seafarer in 1958, at the age of 18. Like Andrew, George started in the steward department, but then he followed Leonard into the deck department. "I didn't care for the steward department; I was too young," he says, explaining that working outdoors under all conditions presented more of a challenge for him than working in the galley.

One of the highlights of his six years as an ordinary seaman was sailing on a 76-day voyage with his brother Leonard, who was also an OS at the time. The two brothers made the intercoastal trip together in 1960. Though George and Leonard enjoyed shipping together, they never managed to get the same ship at the same time again. The voyage originated in New York.

The trip that George considers the best one he made as an OS was an around-the-world voyage that he completed just before he

entered the upgrading school in 1964. His ship, the Steel Navigator (Isthmian) stopped at many ports long enough to give George an opportunity to sample many peoples and cultures. "Singapore was great," he said of the international port that is called the crossroads of the Pacific. Manila was another port that he enjoyed seeing. Indonesia was the one country he really disliked. Unfortunately, the Steel Navigator had to spend a month there.

As soon as the SIU started the AB upgrading program, George decided that he wanted to avail himself of the opportunity to advance himself as a seaman. Within a few weeks he had his AB's endorsement. "The instruction was very good," George told the LOG.

The highpoint of his three years as an AB was the seven months he spent aboard the Hurricane on the European run. He spent time in Rotterdam, Bremerhaven and other Northern European ports. "The food, the night life and the people are great in those ports," George told the Log. He returned to the Steel Navigator as an AB, sailing to Honolulu, which he enjoyed. Another interesting trip he made was one to the Persian Gulf.

Program Expanded

Last December the SIU once again expanded the educational facilities for its members by inaugurating the Harry Lundeberg School of Seamanship Deck Officers Training Program. George Palencar again took the opportunity his union offered to upgrade himself, applying for admission to the school as soon as the news was out.

He was accepted. George, like all Seafarers who attend the school, was provided with room, board and a weekly stipend.

George attended the school for two-and-a-half months and then began sitting for his mate's license. The test covers navigation, rules of the road, aids in navigation, chart navigation, instruments and accessories, tides and currents, ocean winds and weather, radar, fire fighting, lifesaving, signaling, rules and regulations, nautical astronomy, flags, and many other areas. Like most of the Seafarers prepared by the Harry Lundeberg School, George passed the Coast Guard exam. He now holds a third mate's license.

As for the future, George wants to sail as a third mate and eventually go on to get a second mate's license. "I want to advance myself as much as I can," he explained.

George Palencar was born and raised in Kingston, Pa., a suburb of Wilkes-Barre. Single, he makes his home in Kingston with his mother and brother Leonard. His father passed away. Two of his main interests are baseball and fishing. "A real gentleman" is how a Seafarer who sailed with him on the Hurricane described him.

Foreign Payoff? Leave Clean Ship

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of house-keeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

SIU ARRIVALS

Michael Swearingen, born March 16, 1967, to the Barney S. Swearingens, Jacksonville, Fla.

Matthew Kelly, born April 30, 1967, to the Thomas W. Kellys, Mobile, Alabama.

Robert Hoven, born April 4, 1967, to the Iver J. Hovens, Superior, Wisconsin.

Michael Feagin, born June 28, 1967, to the Sam Feagins, Lynnwood, Washington.

Daniel V. Grimes, born May 1, 1967, to the Jesse V. Grimes, Harrisburg, Illinois.

Julie Diane Doiron, born April 21, 1967, to the Rodney E. Doirons, Houston, Texas.

Merida Smith, born April 25, 1967, to the Jack M. Smiths, Belle Chasse, La.

Frank Fletcher, born June 11, 1967, to the Frank Fletchers, Laurel Springs, N.J.

Janna Ellis, born June 12, 1967, to the Thomas Ellises, Beaumont, Texas.

Michael McGee, born May 19, 1967, to the Donald Wayne McGees, Houton, Texas.

Ross Fernandez, born March 22, 1967, to the Juan V. Fernandezes, Seattle, Washington.

Louis Dewayne Cox, born February 11, 1967, to the Jimmy Coxes, Amite, Louisiana.

Candy Lee Vincent, born January 22, 1967, to the Hubert Vincents, Jr., Westlake, Louisiana.

Deborah Repsch, born June 11, 1967, to the Jack Repschs, Philadelphia, Pa.

Ronald Ragas, Jr., born June 22, 1967, to the Donald Ragas, New Orleans, La.

Blanca & Elena Lawson, born June 20, 1967, to the Arthur E. Lawsons, Brownsville, Texas.

William G. Moore, born January 19, 1967, to the William G. Moores, Houston, Texas.

Isthmian Holding Gear

Isthmian Lines has informed the LOG that it is currently holding gear belonging to the Seafarers listed below at Pier 39, San Francisco, Calif. Men whose names appear can contact the company at the following address: States Marine-Isthmian Agency, Inc., 100 Bush St., San Francisco, Calif.

Name	Former Ship
James Ackerman	Steel Fabricator
John C. Barnett	Steel Architect
H. L. Bremlett	No Vessel Indicated
David Caldwell	Steel Flyer
Joseph Carr	Steel Worker
Ted Clay	Steel Recorder
Jose Colon	No Vessel Indicated
Connie L. Eaves	No Vessel Indicated
Harry H. Harper	No Vessel Indicated
C. Hudson	No Vessel Indicated
Harry King	No Vessel Indicated
Donald O'Brien	Steel Recorder
Warren Owens	No Vessel Indicated
Albert Schwartz	Steel Worker
Howard Wright	Steel Maker

From the Ships at Sea

"Everything went along very well on the *Seatrain Savannah* (Seatrain), according to Meeting Secretary **James Prestwood**. "Most of the crew is getting off, leaving old timers like **Roy (Catfish) Evans**, (**Beach Comber**) **Leniz** and **Pete (Whip) Morris** to carry on. Our best to all Brothers, wherever they may be and may they have smooth sailing," Prestwood reported. **Stanley Lowrey**, ship's delegate, was thanked for his fine job as was the steward department. Seafarers were reminded to turn cots in to the steward before departing the ship. Some disputed overtime was settled to the crew's satisfaction, meeting chairman **Roy Evans** informed the LOG. The vessel had to leave two crewmembers behind due to injuries. Evans wrote that replacements were taken on overseas.



Prestwood

The responsibility of Seafarers was explained to new crewmembers on the *Beaver Victory* (Victory) during their recent voyage, Meeting Chairman **Frank Rodriguez** reports. Rodriguez explained to the new men the importance of co-operation. Chief Electrician **C. O. Powell**, reported that the stove was repaired.



Powell

A. E. Wood was elected ship's delegate on the *Platte* (Platte Transport) and Seafarers "know we have a man who will represent us". Meeting Chairman **G. Trosclair** reports that Wood will back the crew's interest. Meeting Secretary **L. Blanchard** writes that **S. Fulford** was elected to serve as deck delegate. A few hours of disputed overtime reported in the Deck Department, but in general, a smooth voyage.



Fulford

The ship is on the India run and a New Orleans payoff is scheduled.

Burn D. Elliott, an SIU veteran of 24 years, was flown back from Vietnam recently and is now in Norfolk Marine Hospital where he underwent a major operation. The LOG received the news from Brother **Douglas Reynolds**, who is retired in Baltimore. He says that Brother Elliott "will be hospitalized for some time and I am sure he would greatly appreciate hearing from any of his SIU friends."



Elliott

Charles Shirah, meeting secretary on the *Robin Hood* (Moore-McCormack), reports that "everyone has added a few inches around the waist", thanks to the efforts of the Steward Department. **C. K. Bowles** has been elected ship's delegate, according to **Ed Johnston**, meeting chairman. **T. R. Danzey** was hospitalized in Germany and **Donald Pruett** left the ship in Belgium due to a death in the family. Flowers were sent to the family by the crew.



Bowles

"Fishing is not so good in African waters," Meeting Chairman **Roy Lee** reports from the *Del Rio* (Delta). However, Seafarers **R. Defranza** and **L. Pappas** have a supply of American shrimp and are hoping that the "fish want a change of diet." Meeting Secretary **J. Tujague** writes that the ship will visit Af-



Lee

Meeting Secretary **T. G. Beattous** writes that the *Transglobe* (Hudson) has received a new washing machine and is now attempting to find a suitable television set. The washing machine has to be converted from AC to DC, according to **Morrison**. A collection will be taken to reimburse ship's delegate **Joe Morrison** for some phone calls to Yokohama. The remainder will be added to the ship's fund. The ship is on the Vietnam run and a payoff is expected in Okinawa. Some disputed overtime but no beefs reported.

Meeting Secretary **Hans Petersen** reports from the *Achilles* (Burbank) that crewmembers voted unanimously to take up a collection for additional reading material. **Robert Lasso** was elected ship's delegate, according to **Bob Porter**, meeting secretary. Porter said that all hands chipped in to clean up the pantry.



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SIU-Manned Ship on Vietnam Run Overcomes Hardships to Finish Trip

The LOG recently received this story from Brother Stanley Lowrey of his last two trips aboard the *Seatrain Savannah*, which is shuttling across the Pacific to and from Vietnam. His story reflects his pride in being a Seafarer and his ability to take just about everything in stride.

Well, here we are aboard the 35-year-old greyhound of the sea, the *Seatrain Savannah*, running to Saigon and other ports in Vietnam. The name "greyhound" applies only to this trip, as last voyage we ran into everything in the books that can happen to a ship.

We left Baltimore on Dec. 6, 1966, and sprung a leak in the fuel oil tanks that got into the lower hold.

We went on to Panama from there and blew a boiler just before we got to the canal. Sailing along on a wing and a prayer, water and oil began to build up in the lower hold from leaks. We were holed up in the shipyard in

Colon for six days, undergoing repairs, and then we left for California and the shipyard again. We were there for 11 days. While in the shipyard they got the water out of the lower holds but left the oil.

Here we changed the crew almost completely and off we went again. While on the way to Vietnam we began taking on water and oil from more leaks. By the time we arrived in Saigon we had about three feet of water and oil in the lower holds. After some bickering and hell-raising the GI's started unloading us—after the big brass cooled them off. After complete discharge we went to Okinawa, where they put 150 men to cleaning the lower holds. After a hectic 43-day crossing we wound up in Savannah shipyard. After a few days there she was patched up and almost as good as new. As I said, a greyhound of the sea.

We crewed up in Savannah and we set sail for ports of call in Baltimore, Norfolk and New Orleans, with everything going fine. We left New Orleans, the last port of call in the U.S., and after arriving at the Panama Canal the first thing we did was run aground after going through the first set of locks. No damage was done, so the tug pulled us off and we set sail for Yokohama, a bunkering port.

One thing that has made this trip a lot easier for us all is the chief steward, **Jimmie Prestwood**, and the two cooks, **George Werst** and **E. Ritchie**. **Jimmie** is doing a

bang-up job and the cooks are on the ball at all times, supplying plenty of goodies. It's nothing like the last trip, when we had a rough time of it. In fact I don't even like to think about the sad case.

We had a few old-timers aboard in the steward and deck departments. The men in the black gang really did a good job.

MARGARETT BROWN (Bloomfield), June 10 — Chairman, **John Moss**; Secretary, **Robert Outlaw**. Brother **Roy Guild** was elected to serve as ship's delegate. Disputed OT in deck and steward department. Complaint was made about the stale cigarettes aboard. Ship should be sprayed for roaches. Vote of thanks to the steward department for doing a fine job without a steward.

VANTAGE PROGRESS (Pioneer Maritime), June 18 — Chairman, **Malcolm M. Cross**; Secretary, **Jimmie Bartlett**. \$28.50 in ship's fund. No beefs reported by department delegates. Vote of thanks for movies shown. Vote of thanks to the steward department for job well done. Vote of thanks to **Captain Fryer** for a job well done. Vote of thanks to wipers for keeping engine department's room clean.

SACRAMENTO (Sacramento Transport), June 18 — Chairman, **V. Ferguson**; Secretary, **D. Sacher**. No beefs reported by department delegates. Request made for another air conditioner in the crews messhall.

DEL MONTE (Delta), June 25 — Chairman, **D. H. Gemeiner**; Secretary, **Albert G. Espeneda**. No beefs reported

DIGEST of SIU SHIP MEETINGS

by department delegates. One room in engine department needs painting. \$2.00 in ship's fund. Vote of thanks to the department delegates for a job well done. Discussion on food; it is too salty.

PECOS (Oriental Export), June 25 — Chairman, **W. A. Kuchta**; Secretary, **C. E. Turner**. No beefs reported by department delegates. Discussion on fans and who is to order them. Everyone was asked to help keep the washing machine and dryer clean and also the library and the areas around these places.

CHOCTAW VICTORY (Columbus Steamship), July 1 — Chairman, **F. Timmons**; Secretary, **F. Timmons**. Brother **F. Timmons** was elected to serve as new ship's delegate. No beefs reported by department delegates. Suggestion made to have an electric hot water urn put in the crew pantry. Also to obtain 5 new chairs for recreation room. See patrolman about fixing chain rails on deck by #1 hatch.

Entry Rating Lifeboat Class No. 8



HARRY LUNDEBERG SCHOOL SEAMANSHIP
ENTRY RATING PROGRAM
LIFEBOAT CLASS GRADUATED
No 8 MAY 31, 1967

The eighth class of the Harry Lundberg School of Seamanship entry rating students to take the SIU's lifeboat course have their picture taken in front of the school's admittance office, through which they passed a short time ago. They will soon qualify for a lifeboat ticket. Seated (l-r) are: **Roland Hughes**, **Robert L. King**, **Dan Callahan**, **Bill Pierce**, **Larry Morgan** and **Bruce Shopbell**. In the second row are: **Tommy Vinciguera**, **David McDermott**, **Ken Hill**, **Joaquin Arias**, **Edward Haber**, **Jerry Effinger** and Instructor **Arni Bjornsson**. In the last row are: **Richard Henderson**, **Thomas Walker**, **Ronald Sawyer**, **James Marcum**, **Charles Roberts** and **Mark Reckeweg**.

Please Include Idents on Pictures to LOG

Seafarers who send in pictures to the LOG are urged to please include identifications of Seafarers and any other individuals included in the picture. In the past few weeks, the LOG has received many fine pictures of SIU crews which unfortunately did not include identifications. The LOG would like to run as many pictures of SIU crews as they receive and identifications are necessary.

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

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Let's Help the Migratory Workers

To the Editor:

For a long time now the migratory workers in the West have been fighting for the right to organize and bargain collectively and thus join the mainstream of American life.

AFL-CIO President Meany was a witness at the recent hearings by the Senate subcommittee on migratory labor, which was considering extending to farm workers the basic right under the National Labor Relations Act granting bargaining rights.

He made it clear that the AFL-CIO considers such a move long overdue, and that physical abuse and unconstitutional arrest of striking farm workers by Texas Rangers and other Texas law officers had given new evidence of an urgent need to bring our farm workers under the National Labor Relations Act.

It is gratifying to know that labor has powerful allies in the persons of Senators Ralph W. Yarborough of Texas, Edward Kennedy of Massachusetts and Harrison A. Williams Jr. of New Jersey. The three Democrats who attended the hearing gave President Meany's remarks a warm response and made it clear that they agreed.

Other allies helped the AFL-CIO president in his fight on behalf of the Western migratory workers. Many of these were part of the Texas community. President Meany submitted to the subcommittee earlier reports on the situation by three Texas State Senators, the Texas advisory committee to the United States Civil Rights Commission, and the Social Action Department of the Texas Catholic Bishops of Texas.

President Meany said the reports documented "a dark chapter" in which the workers were being beaten and jailed for trying to organize a union, and faced with policemen who made common cause with employers against strikers lacking legal rights to demand collective bargaining.

Another great ally in the current struggle was complimented by President Meany. It was Secretary of Labor W. Willard Wirtz, who had moved to prohibit struck farms in Texas from hiring Mexican nationals and other alien scab workers to break the strikes, only the day before Meany's testimony.

Secretary Wirtz took advantage of a Federal regulation that went into effect the day he took his action. The regulation bars so-called "green card" holders from working at a struck farm unless they were employed at the farm at the time the strike began.

The certification action was a great victory for the 150,000 farm workers in Starr County and for the AFL-CIO United Farm Workers organizing committee.

Let's all work and pray for another victory in the form of legislation giving the farm workers the right to organize and better their lot. The United Farm Workers needs support, in word and deed, from all members of AFL-CIO unions.

Michael Ansarro

Boyd's Report Fosters Decay

To the Editor:

I read your article about Congressman John J. Rooney's pledge to oppose any program of building American-flag vessels in foreign shipyards a couple of months ago. The article did a great service, I think, in recapitulating the report on shipping issued in 1965 by the Governmental Interagency Maritime Task Force which was headed up by Alan S. Boyd, now head of the Department of Transportation.

Representative Rooney called the report "a blueprint for maritime disaster." This program still seems to guide the administration's policy toward the American merchant marine. I think all Seafarers should be familiar with this dangerous program, in order to know what they are up against.

The report called for a reduction of shipboard employment from 47,140 down to 26,675 by 1985. The report also asked for a reduction of our merchant fleet by 185 ships by 1985, and called for the phasing out of all passenger ships, including combination vessels, by that time.

Rooney praised the President for rejecting the report's proposals and urged the Executive Department to submit to Congress its own program for maritime growth not decay. Let's hope some support from the administration is forthcoming.

Kent Thurmond

LETTERS To The Editor

McNamara Hostile To Merchant Marine

To the Editor:

Secretary of Defense Robert S. McNamara has shown once again that he is filled with hostility toward the American merchant marine.

First, it was his Fast Deployment Logistics ship plan, which would have served no purpose but to take appropriations from our merchant marine building program and to usurp a function—carrying war supplies—traditionally reserved for our merchant fleet.

McNamara's latest brainchild was to propose to open the protected coastal oil trade to foreign-flag tankers. He recently granted a "secret waiver" of restrictions confining coastwise shipping to United States-flag ships at the request of the Mobil Oil Company, which wanted to use foreign-flag ships because of a supposed shortage of ships to handle domestic oil traffic.

The fact is that there were idle American tankers in private hands and in the reserve fleet and that consequently there was no need for Secretary McNamara to exercise his emergency powers to grant a waiver. Fortunately, he decided to scuttle the idea.

I think the SIU and the other maritime unions should keep on their guard against attempts by the administration in Washington to scuttle the American merchant marine.

Oscar Grant

Joan Crawford Asks SIU Steward To Accompany Her to USO Dinner

A twist of fate prevented Seafarer Joe Powers from enjoying the company of veteran screen star Joan Crawford for an evening. The two are old friends, and when Brother Powers, who lives in New Orleans, got in touch with Miss Crawford to tell her that he was in New York, she asked him to escort her to a dinner honoring Martha Raye.

The dinner was being given by the USO of New York City at the Rainbow Room in Rockefeller Center, honoring Miss Raye as "1967 Woman of the Year." Miss Raye had spent 14 months entertaining troops in Vietnam. Miss Crawford is honorary chairman of the Woman of the Year Committee and is a vice president of the USO of New York City. She is the widow of Alfred N. Steele, late president of the Pepsi-Cola Corporation. Mr. Steele died in 1959.

Miss Crawford had hurt her foot a month before the fete. She made a quick recovery, however, and "fully intended to go." At the last minute she was prevented from attending by a relapse the night before the occasion. So Brother Powers went alone.

He enjoyed the evening, meeting Martha Raye and General of the Army Omar Bradley and his wife. General Bradley, former Chairman of the U.S. Joint Chiefs of Staff, takes a great interest in the affairs of the USO. The 74-year-old retired general is now



Seafarer Joe Powers (rear) gives a friendly greeting to comedienne-singer Martha Raye (left), guest of honor at a USO dinner. Seated at the same table are General Omar Bradley and his wife.

Chairman of the Bulova Watch Co.

Seafarer Joe Powers, 54, joined the SIU in 1942. Sailing as a

chief steward, he has made his home in New Orleans for many years, but plans to move to New York soon.

PERSONALS

Robert Freeman

The Seafarers on the Overseas Rose wish you a speedy recovery from your hospitalization in Viet Nam.



Robert Stewart

Please contact your wife, June Stewart, 743 Best St., Buffalo, N.Y., 14211, as soon as possible.



Sam Hall Manning

Contact Mrs. Frances Manning, c/o Mrs. Sadie Porrazzo, 4223 17th Ave., Brooklyn, N.Y. 11204.



Alfred Salem

Please get in touch with your wife at 156-B-Propetarius, Pasay City, Philippine Islands.



Richard J. Davis, Jr.

Please get in touch with your wife at 8043 Rutland, Detroit, Michigan 48228, as soon as possible.



Robert Freeman

Your fellow Seafarers on the Overseas Rose wish you a speedy recovery from your hospitalization in Vietnam.



Robert J. Stewart

Please contact your wife at 743 Best St., Buffalo, N.Y., 14211, as soon as possible.



Delphis Caron

Please contact Newton Schwartz, 500 Branard at Garrott, Houston, Texas, or phone JA 8-2863, in regard to an important matter.

DEL SUD (Delta), June 27—Chairman, Mike Dunn; Secretary, R. J. Hand. Disputed OT was settled. Everything is running smoothly with no beefs. Brother Mike Dunn was elected to serve as ship's delegate, and Brother P. T. Turner as ship's treasurer. Vote of thanks was extended to outgoing officers.

JOHN B. WATERMAN (Waterman), July 15—Chairman, Charles Slatman; Secretary, Edward F. Mallon. No beefs and no disputed OT reported by department delegates.

STEEL SCIENTIST (Isthmian), June 13—Chairman, Jack Nelson, Jr.; Secretary, F. S. Omega. \$17.14 in ship's fund. No beefs and no disputed OT reported by department delegates.

STEEL FABRICATOR (Isthmian), July 9—Chairman, M. D. Green; Secretary, M. L. Forsbeter. No beefs and no disputed OT reported by department delegates. Brother Forsbeter was elected to serve as ship's delegate.

IBERVILLE (Waterman), June 24—Chairman, Harold Thomson; Secretary, William G. Laird. No beefs and no disputed OT was reported. \$6.50 in ship's fund. Crew was asked to preserve fresh water as much as possible during this trip. Question of when ship can take on fresh water supply.

OCEANIC VICTORY (Trans-World), July 11—Chairman, Charles Crossland; Secretary, Robert McNeil. No beefs reported by department delegates. Some disputed OT in engine department.

BEAVER VICTORY (Bulk Transport), June 24—Chairman, Frank Rodriguez, Jr.; Secretary, C. O. Powell. Most of the repairs were taken care of while ship was in the shipyard. Brother Frank Rodriguez, Jr. was elected to serve as ship's delegate. No beefs were reported and everything is running smoothly. Plenty of OT.

JEFFERSON CITY VICTORY (Victory Carriers), July 16—Chairman, W. C. Sink; Secretary, K. R. Smith. \$1.50 in ship's fund. Some disputed OT in engine and steward department. Motion was made to make it part of the contract that foreign articles be reduced to six months duration. Also to bring the SIU contract up to the standards of other unions by asking for 20-year pension plan. Patrolman was contacted about getting an ice machine on the ship.

PENN EXPORTER (Penn Shipping), July 16—Chairman, Henry Miller; Secretary, Z. Amarkris. Two men failed to join the ship in Mobile and will be reported to the patrolman. No beefs and no disputed OT was reported. Crew given a vote of thanks for making this a good trip. Discussion about getting officials of the Union to negotiate a pension plan for members that have enough sea time, regardless of age.

ROSWELL VICTORY (Bloomfield), July 16—Chairman, H. Rucki; Secretary, G. Finkler. Ship's delegate reported that everything is running smoothly. Suggestion made that the three departments form a safety committee. Some disputed OT in deck department.

TRENTON (Sea-Land), July 16—Chairman, S. R. DiMaggio; Secretary, J. Cruz. Ship's delegate reported that there were no beefs and everything is running smoothly. No disputed OT was reported. Discussed various matters. Motions made that all new ships should have private rooms for the crew. Also, that a pantryman should be put aboard this type vessel. Arrangements should be made for a member of the steward department to have a day off when his thirty days are up, at his convenience. Crew would like to be notified if a raise in pay has been negotiated in new contract.

SEATRAN SAVANNAH (Seatrains), July 16—Chairman, Roy Evans; Secretary, James R. Prestwood. All disputed OT was settled. No beefs were reported by department delegates. Patrolman to be contacted about clarifications on several matters. Vote of thanks to the steward department for a job well done.

TRANSNORTHERN (Hudson Waterways), July 2—Chairman, Rudy Mobley; Secretary, Boyd H. Amaberry. \$18.10 in ship's fund. No beefs were reported by department delegates.

LUCILLE BLOOMFIELD (States Marine-Isthmian), June 18—Chairman, A. Arellano; Secretary, J. B. Maltz. No beefs were reported by department delegates.

WILMAR (Calmar), July 4—Chairman, I. Flaherty; Secretary, G. Hoopes. \$32.00 in ship's fund. Some disputed OT in deck department and engine department. Long discussion regarding retirement plan and the \$20.00 donation to the LOG. Motion was made that the \$20.00 LOG donation be put in the retirement plan for those with 20 years sea time, with a \$300.00 retirement.

ROBIN SHERWOOD (Moore-McCormack), July 9—Chairman, Henry Schwartz; Secretary, David Velandra. Ship's delegate Schwartz congratulated the crew on their cooperation during the trip. Crew still interested in having hospital moved in order to make more room so that the fireman and one other have a room so that they may get their proper rest. New washing machine is needed for the crew.

DIGEST of SIU SHIP MEETINGS

LONG BEACH (Sealand), May 28—Chairman, L. Curry; Secretary, R. Barker. Few hours disputed OT in deck department, otherwise no beefs were reported. Brother R. Rosato was elected to serve as ship's delegate.

HALCYON PANTHER (Haleyon), May 14—Chairman, George Starkey; Secretary, James Farrow. No beefs and no disputed OT reported by department delegates.

KYSKA (Waterman), March 31—Chairman, C. Perdue; Secretary, R. R. Carson. One man missed ship in Mobile. Some disputed OT in steward department.

BELGIUM VICTORY (Isthmian), May 28—Chairman, Ken Hayes; Secretary, E. Laronda. \$24.00 in ship's fund. No beefs reported by department delegates. Brother Frank Coven was elected to serve as new ship's delegate. Crew is asked to cooperate with delegates and keep the noise down. Also help keep the messhall and recreation room clean. Keep cots off the deck. Return all linens. Ship's delegate reported everything running smoothly and a very happy ship thus far.

SEATRAN TEXAS (Seatrains Lines), June 25—Chairman, Michael Smith; Secretary, J. Wright. No beefs reported by department delegates. See patrolman about getting sink in laundry room. Ship's delegate reported everything running smoothly.

UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions...

- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers) Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)

Jamestown Sterling Corp. (United Furniture Workers)

White Furniture Co. (United Furniture Workers of America)

Genesco Shoe Mfg. Co. Work Shoes... Sentry, Cedar Chest, Statler Men's Shoes... Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)

Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage Starlite luggage (International Leather Goods, Plastics and Novelty Workers Union)

"HIS" brand men's clothes Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)

R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)

Peavy Paper Mill Products (United Papermakers and Paperworkers Union)

Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)

Antonio Perelli Minetti & Sons Ambassador, Eleven Cellars Red Rooster, Greystone, Gunsti, Calwa, F. I., Tribuno Vermouth, Aristocrat, Victor Hugo, A. R. Morrow Wines and Brandies. (National Farm Workers Association)

Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union)

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners.

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

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.

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.

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.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities.

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.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union.

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

TRANSHARTFORD (Hudson Waterways), May 25—Chairman, John J. Kulas; Secretary, F. J. Whitey Johnson. No beefs reported by department delegates.

FLORIDIAN (South Atlantic), July 2—Chairman, A. Aronica; Secretary, Charles M. Luna. Repair list to be taken to the chief mate.

MADAKET (Waterman), June 10—Chairman, Harry L. Baum. \$30.00 in ship's fund. No beefs reported by department delegates.

PENN VANGUARD (Penn Shipping), July 1—Chairman, H. Fruge; Secretary, B. Thornton. No beefs reported by department delegates.

PLATE (Platte Transport), June 25—Chairman, G. Troclair; Secretary, L. Blanchard. Some disputed OT reported by deck department delegate.

ANTINOUS (Waterman), June 18—Chairman, Howard Mens; Secretary, A. J. Kuberak. Repair list has been turned in and some of the repairs have been made.

VANTAGE PROGRESS (Pioneer Maritime), May 6—Chairman, Malcolm M. Cross; Secretary, Jimmie Bartlett. Brother Malcolm Cross was elected to serve as new ship's delegate.

SEATRAN PUERTO RICO (Seatrains Lines), May 27—Chairman, George Quinones; Secretary, Thomas Navarre. No beefs reported by department delegates.

DEL ORO (Delta), June 18—Chairman, Ralph Taylor; Secretary, W. H. Simmons. Ship's delegate reported that everything is fine and running smoothly.

SAGAMOR HILL (Victory Carriers), June 18—Chairman, Milton Trotman; Clerk, Gus Skendelas. \$39.50 in ship's fund. No beefs reported by department delegates.

MT. VERNON VICTORY (Victory Carriers), June 11—Chairman, F. Smith; Secretary, W. Stark. \$34.15 in ship's fund. Some disputed OT and department policies to be turned over to boarding patrolman.

DEL MUNDO (Delta), June 18—Chairman, R. E. Stough, Jr.; Secretary, C. G. McLellen. Ship's delegate reported a very good trip.

COUER D'ALENE VICTORY (Victory Carriers), April 9—Chairman, Eddie Potts; Secretary, Duke Gardner. All pre-trip beefs were settled by patrolman in San Francisco.

THETIS (Rye Marine), June 11—Chairman, Alfred Hirsch; Secretary, Donald McTernan. Some disputed OT reported by engine department delegate.

LYNN VICTORY (Victory Carriers), June 16—Chairman, John Kuchta; Secretary, Harold D. Strauss. It was suggested that the Union try to get MSTs passes for crews serving in the war zone and other military bases.

BARRE VICTORY (Delta), June 25—Chairman A. Dunne, Jr.; Secretary, T. Spiers. Ship's delegates reported everything running smoothly.

PENMAR (Calmar), June 12—Chairman, Thomas Snow; Secretary, Allan E. Dobson. Ship's delegate reported everything running smoothly.

DIGEST of SIU SHIP MEETINGS

sent to the ship from Mobile, also in the event spouse is deceased minor children receive benefits until eighteen years of age.

BRIGHAM VICTORY (States Marine), July 9—Chairman, William Leighton; Secretary, Laurence Bickell. No beefs reported by department delegates.

SEATRAN NEW JERSEY (Seatrains), June 22—Chairman, Vertis C. Smith. Have messhall air conditioner fixed in Manila.

DUKE VICTORY (Victory Carriers), June 11—Chairman, Ted Jernigan; Secretary, Harold Du Cloux. Ship's delegate reported everything OK.

BAYLOR VICTORY (Victory Carriers), June 19—Chairman, La Clair; Secretary, J. Calhoun. No beefs reported by department delegates.

Schedule of Membership Meetings

SIU-AGLIWD Meetings New Orleans Aug. 15—2:30 p.m. Mobile Aug. 16—2:30 p.m. Wilmington Aug. 21—2:00 p.m. San Francisco Aug. 23—2:00 p.m. Seattle Aug. 25—2:00 p.m. New York Sept. 4—2:30 p.m. Philadelphia Sept. 5—2:30 p.m. Baltimore Sept. 6—2:30 p.m. Detroit Aug. 11—2:30 p.m. Houston Aug. 21—2:30 p.m.

Great Lakes SIU Meetings Detroit Aug. 21—2:00 p.m. Alpena Aug. 21—7:00 p.m. Buffalo Aug. 21—7:00 p.m. Chicago Aug. 21—7:00 p.m. Cleveland Aug. 21—7:00 p.m. Duluth Aug. 21—7:00 p.m. Frankfort Aug. 21—7:00 p.m.

Great Lakes Tug and Dredge Region Chicago Aug. 15—7:30 p.m. †Sault Ste. Marie Aug. 17—7:30 p.m. Buffalo Aug. 16—7:30 p.m. Duluth Aug. 18—7:30 p.m. Cleveland Aug. 18—7:30 p.m. Detroit Aug. 14—7:30 p.m. Milwaukee Aug. 14—7:30 p.m.

SIU Inland Boatmen's Union New Orleans Aug. 15—5:00 p.m. Mobile Aug. 16—5:00 p.m. Philadelphia Sept. 5—5:00 p.m. Baltimore (licensed and unlicensed) Sept. 6—5:00 p.m. Norfolk Sept. 7—5:00 p.m. Houston Aug. 21—5:00 p.m.

Railway Marine Region Philadelphia Aug. 15—10 a.m. & 8 p.m. Baltimore Aug. 16—10 a.m. & 8 p.m. *Norfolk Aug. 17—10 a.m. & 8 p.m. Jersey City Aug. 14—10 a.m. & 8 p.m.

United Industrial Workers New Orleans Aug. 15—7:00 p.m. Mobile Aug. 16—7:00 p.m. New York Sept. 4—7:00 p.m. Philadelphia Sept. 5—7:00 p.m. Baltimore Sept. 6—7:00 p.m. †Houston Aug. 11—7:00 p.m.

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

DIRECTORY of UNION HALLS

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

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APPLY FOR ENGINEERS LICENSE

ENGINEER ratings are being sought by an increasing number of Seafarers who take advantage of the opportunity to enroll in the engineers training school which is operated in New York under the joint auspices of the SIU and the Marine Engineers Beneficial Association, District 2.

Any qualified SIU member who sails in the Engine Department and is interested in bettering himself and increasing his future income should apply for admission to the school as soon as possible. Licensed engineers who have already graduated from the school now total 168.

Complete protection for all pension benefits accumulated under the SIU pension plan is guaranteed to all Seafarers who enroll, and their SIU pension will be supplemented in approximately the same amount by the MEBA, District 2 pension plan during the time they sail as engineers. A reciprocal agreement between the SIU and the MEBA also provides that men who sail aboard MEBA, District 2-contracted ships, after obtaining their licenses, need not pay the MEBA's \$1,000 initiation fee and do not have to drop their membership in the SIU if they do not wish to. In addition, welfare benefits are completely covered.

There is no cost to the student for training in the engineer's school. To qualify you must be a United States citizen, be at least 19 years old and have 18 months of watchstanding time in the Engine Department to your credit.

The period of instruction varies from 30 days up to 90 days and is determined entirely by how quickly you learn. During attendance at the school, room accommodations and meals are provided free of charge and you will receive additional weekly subsistence payments of \$110. You will be able to sail as an engineer as soon as you receive your license.

Below is a list of the latest applicants who have been approved and accepted for upgrading training in the school.

Willis Addison	Clifton Mainers	Bernard Cassada
Raymond Bowman	George H. Malinowski	Alfred De Argo
Joe Atchison	Juan Medina	Edward Futch
Jose Castell	John Morrison	Louis Malta
John Burchinal	Robert O'Brien	Harold Middleton
Jochim Cirrello	Odd Olsen	Rudolph Paletti
Antonio Cruz	Andrew Ravettini	John Preston
William Conners	Thomas Raines	Charles Rodela
James Cline	Raymond Riemer	James Reume
Ezekiel Daniels	James Roberts	Vincent Torreghose
Hector Durarte	Herbert Rolan	Harry Watts
Melvin Eickmeier	Spiridon Perdakis	John Burchinal
Armond Dunn	Robert Pionk	William Cachola
William Dyal	Walter Pritchett	John Cicello
Roy Fifthen	Frank Travis	John Francis
John Gala	Alberto Velez	Paul Magner
Stanley Gondzar	Walker Ward	Dalton Morgan
Leonard Higgins	Clark Wood	James Quinn
Vernon Keene	Robert Wroton	Walker Ward
John Lasky	Joseph Bekerczky	Elmer Wheller
Francis Keeley	Ronald Hosford	Leon Canfield
Edmund Len	Leon Canfield	Bernard Cassada
Lucas Lopez	David Wilson	Harvey Fairburn
George McAlpine	Gustavo Osuna	Richard Makarewicz
Joseph McLaren		James Andolsek

Members whose names are on this list—and any others who may have been notified of their acceptance since the LOG went to press—are requested to get in touch with the school promptly so that schedules can be arranged. Classes will begin at your earliest convenience.

For all information regarding the engineers school, write to: The Harry Lundeberg School of Seamanship, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Or telephone: (212) 499-6565.

A convenient application to the school is printed on this page. If you meet the necessary requirements, clip it, fill it in and start on your way to a promising future as a licensed engineer.



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

APPLICATION FOR TRAINING FOR ENGINE DEPARTMENT LICENSE

Name: _____

Book No _____ Z Number: _____

Address: _____

Date Joined SIU: _____ No. Years Seetime: _____ Years in Engine Dept _____

Watch Standing Time _____ Time as Day Worker, Except Wiper _____

Ratings: _____

Signature _____