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## Congressmen Address MTD Meetings

## FDL Concept Rapped as Worthless, Urge Buildup of U.S.-Flag Fleet

WASHINGTON—Sharp criticism of the Defense Department's Fast Deployment Logistic Ship proposal and a call for revitalization of the American-flag merchant fleet instead, was the keynote of remarks made by congressional legislators who addressed recent regular meetings of the AFL-CIO Maritime Trades Department.

The FDL concept is "worthless," Representative Jacob Gilbert (D-N. Y.) told delegates at a noon meeting of the MTD. Representative Gilbert is a member of the House Ways and Means Committee, and was formerly a member of the Merchant Marine Committee.

Describing the vast amounts of money requested by the Defense Department to begin construction of the FDL vessels as a "waste and a drain," Gilbert suggested that the estimated \$30 to \$40 million required to construct each FDL ship would be much better spent to provide working ships for the regular merchant fleet.

Gilbert indicated surprise at the "lack of understanding regarding the problems of the maritime industry" that he still encounters among some members of Congress, and urged a continuing repetition of the needs of maritime "in order that these ills can sink into the American community."

Noting that the Soviet Union will surpass the United States in maritime capability in the near future, Gilbert expressed regret that there is still no remedy in sight to restore our position as a maritime power.

"Only a small part" of the budget requested to begin the FDL program "could build at least 50 cargo vessels, give the economy a shot in the arm by aiding the shipbuilders and the American seaman and help to rebuild this important industry," he noted.

## No Cooperation

Speaking at a morning legislative meeting of the MTD, Representative Robert L. Leggett (D-Calif.), criticized the Defense Department for not having "explored and cooperated with maritime interests and the private sector of

the industry to revitalize a strong merchant marine."

Leggett, a member of the House Armed Services Committee, rejected the FDL concept and called for a building program for a modern, fast merchant fleet with a productive function, that would still be available to the Department of Defense in time of national emergency. He said that such a fleet could be built for merchant marine operation in private shipyards.

American maritime must continue its campaign for an independent Maritime Administration with cabinet-level status, Leggett told MTD delegates. The American merchant marine is the basis for a strong national defense, he noted, and urged that we make every effort to meet the Soviet challenge on the high seas.

"U.S. shipbuilding modernization can easily compete with foreign markets by placing ship contracts here, enabling the continued skills and updating of shipbuilding equipment to meet our national defense and economy needs," he assured his listeners, and called for the understanding and approval of the Executive branch of the government for an all-out development program agreed to by labor, industry, and Congress.

Other speakers at MTD Washington meetings included C. L. Dennis, President of the Brotherhood of Railway Clerks, and Saul Miller, AFL-CIO Director of Publications.

The meetings were chaired by

MTD Executive Secretary-Treasurer Peter McGavin.

At another meeting of the MTD, President C. J. Haggerty of the Building and Construction Trades Department (AFL-CIO) charged that on-sight picketing legislation has been blocked by the "tricks, subterfuge and opportunism" of minority opponents for 16 years but voiced optimism that the bill will finally be passed.

"Although the vote will be tight," Haggerty said, the bill will be approved by the House Education and Labor Committee and then "we think we have the votes to get it passed on the House floor."

Congressman Frank Thompson (D. N.J.), author of the bill currently being heard in committee, echoed this feeling. "We're going to pass it this year," he told the meeting. "Both Mr. Haggerty and I think we have the votes."

Thompson also said that establishment of the Maritime Administration as an independent agency is necessary if the American merchant marine is to regain its position of supremacy on the seas. He called on labor and management to press for the independent agency as a "necessity" to the nation's defense and economy.

The amendment to the Taft-Hartley Act, which has had the support of the Truman, Eisenhower, Kennedy and Johnson administrations, would give building tradesmen the same right to picket at construction sites as is now accorded other unions at places of employment.

## Resolution by N.Y. State Legislature Urges Creation of Independent Marad

ALBANY, N.Y.—The New York State Legislature has adopted a resolution calling on the United States Congress to establish a separate and independent federal maritime agency.

The resolution, which also urges Congress to oversee the strict and rigorous enforcement of the Merchant Marine Act of 1936, has been transmitted to the President of the United States, the President of the Senate, the Speaker of the House, and to each member of the New York delegation in Congress.

The recently adopted resolution is similar to a resolution passed last year by the New York State Legislature, the only major revision being the call for the establishment of an independent Maritime Administration as the best way of assuring a rejuvenation of the U.S. merchant fleet.

Like its predecessor, the new resolution expresses alarm at the lax enforcement of the 1936 Merchant Marine Act, which has allowed the American-flag merchant marine to deteriorate to the point where U.S. ships carry less than 8 per cent of the total U.S. waterborne foreign commerce.

## Government Neglect

This has come about, the resolution states, because of failure by the Federal Government to

support and protect the U.S. merchant marine, providing less support, less protection than is the practice common to all other maritime nations.

In calling for strict enforcement of the 1936 Merchant Marine Act, which is still the law of the land although it is seldom enforced, the N.Y. Legislature notes that the act mandates a strong U.S. merchant marine adequate for national defense, big enough to carry all of the nation's domestic waterborne commerce and a substantial part of its export and import foreign waterborne commerce.

The resolution further notes that the 1936 Act also calls for the construction of modern merchant vessels in the United States, to be operated and manned by American seamen under the U.S. flag registry. In contrast to this, the resolution notes that while the U.S. merchant fleet has been allowed to diminish until it is now less than its pre-World War II strength, the Soviet Union has vastly increased its maritime strength to the point where Russia will soon be able to dominate the world maritime scene.

## Report of International President



by Paul Hall

A bill of great importance will be coming up before the House of Representatives before too long which could go a long way toward curing some of the ills of the maritime industry in the United States. It would put the Maritime Administration's annual budget needs in the hands of Congress and require that maritime appropriations be authorized by that body.

Passage of such a bill would, for the first time in over 30 years, raise the American Merchant Marine from its uncertain status as the stepchild of bureaucrats to a position where its vital contributions to the welfare and economy of the nation can at least be recognized and fairly evaluated by elected officials on Capitol Hill instead of being ignored by appointed officials of government agencies.

For year after discouraging year we have had to watch our maritime industry deteriorate through the neglect and apathy of agencies in which its strength was entrusted. During all of those years we have also been forced to watch the results of realistic policies on the part of other nations as they continued to build up their merchant fleets to proportions never before dreamed of.

Current hearings being held in Washington on this bill and other measures concerning the future of our Maritime Administration clearly show that all responsible factions concerned with the state of our merchant marine—labor, management and government—are in agreement that the Congress should oversee and exercise control on the necessary expansion of America's maritime efforts.

This amendment to the Merchant Marine Act of 1936 would open the door to such expansion. Fortunately, there are enough perceptive congressmen who realize how important it is. If the roadblocks imposed by the haphazard handling of government bureaus was abolished, there is every reason to suppose that grossly inadequate budgets such as the one now allotted to the Maritime Administration for fiscal 1968 would be a thing of the past.

In order for the United States to resume its proper place in the world's sea trade, two basic objectives must be achieved.

First: The construction of more new ships—in America by American workers. Gradual reactivation or the war-weary relics from the mothball fleet has never been more than a half-way measure and a shabby one at that.

Typical of the wasteful, backward thinking exhibited by Government bureaucrats is Transportation Secretary Alan Boyd's proposal that only 15 new ships a year be built in American shipyards while more millions of dollars are poured into the resurrection of 150 old Victory ships and the purposeless renovation of still 100 more vessels which would be returned immediately to the reserve fleet.

Second: The early establishment of and independent Maritime Agency which can devote itself exclusively to maritime matters unhampered by costly delays and bureaucratic pigeon holes.

If House Bill 158 and its accompanying measures are passed, these goals will be that much closer to being accomplished.

Surely there can be no sane, justifiable, reason for the wealthiest and otherwise strongest nation in the world to deliberately allow its merchant fleet and repair facilities to sink to the deplorable ebb at which they are today. We are not at the bottom of the heap in world shipping, yet, but if the trend is permitted to continue under present programs that shameful distinction looms darkly in the future. This continuing threat to our maritime industry is all too obvious when a member of the President's cabinet can face a group of reporters at a press luncheon, as Boyd recently did, and come out with the ridiculous pronouncement that he sees no need for a merchant marine, as such, AT ALL. That from the man who urgently sought, fortunately in vain, to bring the Maritime Administration into the folds of the department he heads. For what? To scuttle it entirely?

## Seven Sealand Ships to Join MSTs U.S.-Vietnam Sealift

ELIZABETH, N. J.—The SIU-contracted Sealand Service Inc., has been awarded a \$70 million contract by the Navy for shipping services between the West Coast and South Vietnam.

The two-year contract is for the transporting of Department of Defense cargoes on seven ships, to begin within the next 45 days.

Sealand will provide the Navy's Military Sea Transportation Service with four self-sustaining C-2 type containerships; three non-self-sustaining C-4 type vessels and a special container-handling crane installation at the South Vietnam port of Danang.

Six of the vessels will operate between San Francisco or Seattle and Danang or Camranh Bay. A seventh ship will shuttle between Camranh Bay, Saigon and Quinhon.

Last year, Sealand received its first contract for shipping military cargo in a two-year, nearly \$13 million, agreement for transporting cargo between the West Coast and Okinawa and the Philippines.

Ships to Danang and Camranh Bay will travel on schedules providing an arrival every 15 days.

Which of the Sealand ships will be selected for service to Vietnam is not yet known.

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## Three Seafarers Licensed As Engineers-Total Now 135

The joint SIU-MEBA, District 2, School of Marine Engineering has now enabled 135 Seafarers to pass Coast Guard examinations qualifying them for engineer's licenses.

Leif K. Dalen, who back in May, 1966 upgraded from a QMED endorsement to Original 3rd Assistant Engineer for Steam vessels and First Assistant Engineer for diesel, has once again upgraded through study at the SIU-MEBA District 2 School, this time achieving the rating of Chief Engineer for Diesel or Motor Vessels.



Dalen

Carl Johnsson obtained his original second engineer license and Carlos Gomez his third assistant engineer's license.

Johnsson joined the SIU in 1947 at the New Orleans hall and shipped as chief pumpman before obtaining his new license. Born in Sweden, Johnsson, who is 54-years old, makes his home in Brooklyn.

Forty-year-old Carlos Gomez joined the union in 1958 at the headquarters hall in New York. He formerly shipped as FWT. Born in Argentina, he makes his home presently in New York City.

The newly-licensed engineers who just completed their training at the SIU-Marine Engineers Beneficial Association District 2 joint training school are sailing or are about to sail in engineer's berths aboard American-flag ships.

Seafarers who enroll in the program are eligible to apply for any of the upgrading courses if they

are 19 years of age or over and have 18 months of QMED watch standing time in the engine department plus six months' experience as wiper or equivalent.

The upgrading school offers Seafarers and Engineers qualified instruction in preparing for their Third Assistant Engineer, Temporary Third Assistant Engineer or Original Second Engineer's licenses in either steam or motor vessel classifications.

The SIU-MEBA District 2 training program, the first of its kind in maritime history, also enables MEBA District 2 members who already possess engineer's licenses to upgrade themselves to higher ratings.



Johnsson



Gomez

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

MEBA District 2 has waived its \$1,000 initiation fee for all men who begin sailing as licensed engineers under the joint program during the period of the Viet Nam crisis.

Those who qualify and wish to enroll in the school can obtain additional information and apply for the course at any SIU hall or write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York, 11232. The telephone number is HYacinth 9-6600.

## Utility Workers Thank SIU For Support

LOS ANGELES—Appreciation for the SIU's assistance in helping the Utility Workers defeat a recent raiding bid by the Teamsters at the Minneapolis Honeywell Co. plant in Los Angeles has been expressed by the Los Angeles, Orange Counties AFL-CIO Organizing Committee.

In a communication to the SIU, William L. Gilbert, director of the Los Angeles AFL-CIO Organizing Committee, expressed thanks for SIU assistance in coordinating picket demonstration in front of the plant gate on March 15th. The effectiveness of this demonstration was credited with helping to bring about the utility workers' victory in the close, hard-fought election.

In his letter, Gilbert added that the display of support by the SIU and other AFL-CIO unions during the demonstration made the difference in the election.

"On behalf of our committee," Gilbert continued, "I would like to especially mention the support we received from your union in the demonstration. It was one of the largest groups present."

"It is this kind of help in an hour of need that is deeply appreciated by all of us," Gilbert said.

# Sen. Brewster Raps Boyd Proposals, Urges 'Constructive Maritime Policy'

NEW ORLEANS—The merchant marine policy proposals of Transportation Secretary Alan S. Boyd were attacked across the board last week by speakers at the final session of the 18th annual Institute on Foreign Transportation and Port Operations here.

The attack on Boyd's Maritime policy was headed by Senator Daniel B. Brewster (D-Md.), SIU President Paul Hall, who is also President of the AFL-CIO Maritime Trades Department and the President of the Shipbuilders Council of America, Edwin M. Hood.

Senator Brewster, a member of the Merchant Marine and Fisheries subcommittee, called the most objectionable of the Boyd proposals those that would have American ships built abroad and place the maritime administration in the Department of Transportation. He deplored the idea of building in foreign shipyards and charged that the Johnson Administration has a key role to play in the development of a new maritime policy to submit to the Congress, a "decent, constructive maritime policy we can all believe in."

The Senator said such a policy would provide "... a strong commercial fleet under U.S. flag, built in U.S. shipyards, and manned by U.S. seamen," and voiced the hope that Congress would pass a law this year giving Congressional committees that oversee maritime affairs the power to authorize maritime funds.

Brewster, who has introduced such a bill into the Senate, pointed out that such funds now "are appropriated through a single subcommittee of the Appropriations Committee which is concerned with a dozen other matters. There is no effective spotlight thrown on the problems of the fleet and no real attempt to supply sufficient funds to meet those problems," he said.

SIU President Hall assured the forum that most of maritime labor and two-thirds of U.S. ship operators will join in the fight against Boyd's plan and charged that subsidized ship operators represented by the Committee of American Steamship Lines have backed the Transportation Secretary because

of Administration pressure.

These subsidized operators, Hall said, "switched positions and approved the proposals only after the Administration and Mr. Boyd took them into the back room and twisted their arms."

As chief spokesman for the nation's private shipbuilding industry, Hood expressed deep concern over the possibility of building ships in foreign yards and said it would cripple the domestic industry.

## Foreign Building Would Mean Huge U.S. Wage Losses, Shipbuilders Warn

WASHINGTON—An immediate work loss to American shipyards of half a billion dollars will result from Transport Secretary Alan S. Boyd's plan for foreign shipbuilding and its adoption must be stopped at all costs, the Industrial Union of Marine and Shipbuilding Workers of America (AFL-CIO) has warned its membership.

The urgent need to kill the Boyd plan was outlined in a letter to all locals, regional directors and national representatives and signed by John J. Grogan, president; Andrew A. Pettis, vice president and Ross D. Blood, Secretary-Treasurer of the IUM-SWA.

Not only will Boyd's plan to build U.S. flag-flying ships in foreign countries spell early doom for the American shipbuilding and repair industry, the letter pointed out, but it will almost surely be seen as a green light for other U.S. industries to seek bargain pay rates outside the country and deprive American wage earners of jobs.

"The only way we will be able to compete against foreign shipyards and earn a day's pay will be to sacrifice our own and our children's standard of living and our American way of life," the letter stated. "Every member is face-to-face with the greatest crisis in the history of our Union." It went on:

"Should the Boyd foreign building program prevail, half a billion

dollars in work would be lost to our yards immediately. Job opportunities for our shipyard workers would be depleted by some 70 million man-hours of employment annually."

## Shepard Attends ITF Meeting

LONDON—The Seafarers' Section of the International Transportworkers Federation completed its three-day meeting here on April 5. The Seafarers International Union of North America was represented by Vice-President Earl Shepard.

The Conference, in which representatives of seamen's organizations in sixteen free-world nations participated, set up a committee to give "urgent study" to various problems, particularly from the standpoint of manning, arising from the operation of new types of ships, such as "giant tankers, bulk carriers and container ships."

Delegates to the ITF Conference acted on a range of matters affecting seamen throughout the world, including:

- The report of the Intergovernmental Maritime Consultative Organization's safety committee recommendations;

- Technological and other changes in the maritime industry;

- Asian Seafarers;

- The agenda for the meeting of the ITF Joint Maritime Commission which will be held in September of this year;

- Procedures to be followed in providing international support for affiliates involved in industrial disputes.

Leonard McLaughlin, president of the Seafarers International Union of Canada, was elected to the ITF Joint Maritime Commission representing his nation's seamen. He was nominated for the post by SIU Vice-President Shepard. SIU President Paul Hall represents seamen of the United States on the Commission.

Among other actions taken by the ITF delegates was a vote to give the full support of affiliated ITF unions to the All-Japan Seamen's Union, whose negotiations for a new contract with ocean-going shipowners have broken down.

## FDL Hearings Begin in House

# House Opposition to FDL Grows, Approval is Increasingly Doubtful

WASHINGTON—The House Armed Services Committee has begun its hearing on the Defense Department's request, recently rejected by the Senate, to build seven Fast Deployment Logistic Ships during fiscal 1968. It is believed the Committee, headed by Representative L. Mendel Rivers (D-S. C.), will hold a series of several hearings on the FDL proposal but congressional sources consider House approval doubtful.

The enormous cost of the FDLs—about \$40 million each, and an estimated \$1 billion for a projected eventual fleet of about 30 of the vessels—has troubled many members of both House and Senate since the inception of the idea and a solid bloc of opposition to its feasibility has steadily grown.

Like floating warehouses, the FDL ships would be spotted around the globe ready to move in with military supplies if needed but would serve no other function

and never touch port except in an emergency.

Leading off the witnesses before the House Committee, Representative Edward A. Garmatz (D., Md.), Chairman of the House Committee on Merchant Marine and Fisheries, contended that if Congressional intent with respect to the merchant marine as set forth in the Merchant Marine Act of 1936 had been carried out over the years, the Defense Department wouldn't be in such a "frenzied hurry" now to develop a "dubious" system to meet maritime inadequacies which largely result from the Department's own past in-

difference and hostility toward the maritime industry.

Garmatz said he was "deeply disturbed" over the FDL concept because of the adverse effect it would have on the American maritime industry and because of the appalling waste it would entail when the budget can ill afford it.

"It is foolhardy and wasteful to spend such a preposterous sum of money," he said, "... on an untried vessel design which would be severely limited in practical application and might even be rendered useless in the event of unforeseen changes in the global situation."

# Dirksen Tries New 'Backdoor' Bid To Sink One Man, One Vote Rule

WASHINGTON—A "backdoor" approach to amending the U.S. Constitution is the latest threat to one man, one vote apportionment of state legislatures.

Pushing the effort is Senate Republican Leader Everett McKinley Dirksen, who thinks at least one house of a legislature ought to represent thinly settled rural counties instead of people living in cities and suburbs.

Nearly all legislatures have now been reapportioned to meet the Supreme Court's one man, one vote standards, and Dirksen was defeated two years in a row when the Senate refused to go along

with his proposed constitutional amendment.

Dirksen now says there's a good chance his amendment will yet be submitted to the states for ratification, although not by Congress.

He claims 32 of a required 34 legislatures have petitioned Congress to convene a constitutional convention for the purpose of ini-

tiating his amendment. If two more states act, he says, Congress will have to comply.

The Constitution provides this method of proposing an amendment, but it has never been used in the nation's history and there are thorny, unresolved questions dealing with the obligation of Congress to act on the state petitions and the ground rules for such a convention.

An even thornier constitutional question is the validity of the 32 state resolutions claimed by Dirksen.

Nearly all of them were passed by malapportioned legislatures, whose members were trying to protect their seats.

Two of the resolutions, dating back to 1963, called for an earlier, more drastic version of the Dirksen Amendment — one which would allow both houses of a legislature to disregard population.

## Challenge Petition

Senators William Proxmire (D-Wis.) and Joseph D. Tydings (D-Md.), leaders of the fight against the amendment, have strongly challenged Dirksen's claim of 32 valid state petitions.

Only six of the legislatures were validly apportioned when they passed the resolutions, Proxmire told the Senate.

"For Congress to accept such petitions," he said, "would be like permitting all Democrats to have two votes in a referendum to determine whether or not Democrats should have two votes."

Tydings charged that Dirksen's strategy "seems to be to get so many state legislatures to ask for a convention that Congress will be terrified" into passing the amendment itself rather than throw the Constitution open to possible wholesale change.

## The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



A mass meeting of Checker Cab drivers in Detroit was held on Sunday, April 2, at which time the Negotiating Committee delivered its report on meetings with the company.

The Checker Cab Company drivers are members of Local 10 of the SIUNA-affiliated Transportation Service and Allied Workers. The committee reported that some progress had been made, but the company has made no offer on monetary issues and would not accept the union shop clause in the agreement.

Local 10 members voted unanimously to empower the Negotiating Committee with the authority to call a strike, if necessary. The same committee went on record as willing to do everything possible in order to reach an agreement. They will meet with the company for the next 30 days, bargaining day and night if it is felt certain that the company is willing to bargain in good faith.

## Detroit

Shipping is booming in the port of Detroit. Anyone of any rating can come around the hiring hall and be sure of a fast spot. All of the Boland ships are now fitting out and will be sailing in another week. Buckeye, Gartland and Reiss have called for their crews and will be sailing just as soon as fitout is completed.

We'd like to urge all members to be sure and get their physical before reporting to work. To avoid delay at fitout, make early appointments for the physical examination.

The link between Lake Ontario and Lake Erie, known as the Welland Canal, opened again on March 31. Mild weather has prevailed and there is no danger of ice interfering with the operation of the canal. About 18 Great Lakes ships were waiting for the Welland to open so they could begin operations.

On April 6, the union met with officials of the Medusa Cement Co. of Cleveland to negotiate a contract. This new company will be operating the Medusa Challenger out of Charlevoix, Michigan. Medusa hopes to add two more ships to her ranks by 1970.

Meetings with other companies are scheduled for later in April and as soon as there is substantial progress to report we will inform the membership.

## Cleveland

Honors for reopening the Port of Cleveland for the 1967 ship-

ping season go to the SIU-contracted cement carrier, the J. W. Inglehart, which came in last week with the aid of a few ice breakers off Lake Erie.

Registration and shipping are swinging into high gear. We will soon be manning nine ships now laid up in port.

More and more familiar faces are reappearing on the scene and among them are Herb Minick and Henry Jones. Herb is going to make one more Far Eastern run before returning to shipping duties on the Lakes. Henry recently came up from the Gulf. Nearly all the old standbys from this port are on hand and about ready to go. Smooth sailing, boys.



Jones

## Sapir Honored in New Orleans



Plaque honoring his achievement of becoming the youngest elected member in the history of the New Orleans City Council, was presented to Eddie L. Sapir at ceremonies held at the SIU hall. Sapir was elected with the solid support of the New Orleans Labor movement. With Sapir in photo are former Congressman Gillis W. Long (center) and Daniel A. Ellis of the Young Democrats of Louisiana.

## The Atlantic Coast

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



With the government contracting seven more Sealand ships for service in the Viet Nam sealift, the importance of sea power in a military conflict is once again heavily underscored.

The whole sealift operation refutes Defense Secretary McNamara's original theory that all a nation needed at war was air power. More and more, the government has turned to the merchant marine for help.

And Seafarers continue to carry out their responsibilities by seeking runs to Viet Nam. It is this sort of gesture that builds up the strength and pride of SIU members.

## Norfolk

With two sign-ons and three ships in transit during the past period, shipping out of Norfolk has been good and the outlook is fair.

Seafarers seen around the hall lately include H. B. Riley, J. B. Harris, and B. B. Price.

Brother Riley last shipped as engine utility aboard the *Globe Progress*. He's on the beach now enjoying a little break from shipping. He's been sailing with the SIU for 11 years.

Brother Harris is a 22-year SIU veteran who ships in the steward department. His last ship was the *Puerto Rico* and after a rest from his journey to Viet Nam, he'll look for a European run.

Brother Price is presently seeking a run to Viet Nam, following his voyage aboard the *American Pride*. He's been a member of the SIU for 21 years.

## Bill Would Give U.S. New Powers Over Shipwrecks

WASHINGTON — A bill was introduced in the House of Representatives last week which would alleviate hazards to marine safety and resources caused by disasters similar to the recent grounding of the tanker *Torrey Canyon* off the coast of Britain.

The measure, proposed by Representative Hastings Keith (R-Mass.), would empower the Commandant of the Coast Guard, who is responsible for maritime safety, and the Secretary of Interior, whose jurisdiction covers the preservation of marine resources, to determine that a disaster was threatening the nation and advise the President of the fact. The President would then be authorized to take any steps necessary to alleviate the danger—be it removal of cargo, entrapment of escaping oil or even destruction of vessel and cargo in extreme cases.

Keith, a member of the House Committee on Merchant Marine and Fisheries, feels his bill would prevent the confusion experienced with the *Torrey Canyon* in England where no one knew who should act until it was too late for effective action to be taken.

A section of the bill calls for co-operation by the President with other countries in curbing the dangers of obnoxious or hazardous substances being released in marine disasters. There is at present an international convention dealing with the intentional release of such substances, but none exists to cover accidental causes.



Riley

Price

## Puerto Rico

The Puerto Rico Port Authority reports that for fiscal year 1966 port facilities around the island were used by 3,665 ships. Of these, 200 were tourist vessels and 53 were cargo-passenger ships. Most of the rest were straight cargo vessels.

The harbor at Ponce is under study for rehabilitation by the Economic Development Agency of the U.S. Department of Commerce. The project would involve a U.S. grant of more than \$1 million and a loan of \$3 million.

Among those Seafarers seen around the hiring hall lately were Bill Doak and Luis Rivera, both of whom just got back from Viet Nam. Bill and Luis lost no time in shipping out again, Bill taking the Bosun's spot on the *Penn Challenger* and Luis an AB's job.

## Boston

Union brothers in Beantown lately included Thomas Brennan, Kenneth LaRose and Frank Burns.

Brother Brennan has been with the union for a quarter of a century, sailing in the deck department. Tom has just returned from Peru, where he spent the holidays with his new bride. He is now ready to go and is holding down the hall for the first AB's job to hit the boards.

Brother LaRose has had two happy decades with the SIU. His last ship was the *Robin Kirk*, on which he shipped as deck maintenance.

**SIU-IBU Member Rush Retires**



SIU Inland Boatmen's Union member Early J. Rush (left) receives his first regular monthly Union pension check from SIUNA Vice-President Robert Matthews in Baltimore. Rush, 66, was employed by Baltimore Towage and Lighterage Co. as captain. He makes his home in Baltimore with his wife, Estella. Strike by Baltimore SIU-IBU members against area tug companies is still going on, in face of employers' continuing refusal to bargain in good faith.

**The Gulf Coast**

by Lindsey Williams, Vice-President, Gulf Area



Beginning April 3 Tulane University in New Orleans sponsored the 18th annual Institute on Foreign Transportation and Port Operations. The week-long program was attended by shipping executives and maritime labor leaders.

Among the speakers were: Helen Delich Bentley, maritime editor of the Baltimore Sun, Senator Daniel B. Brewster (D-Md.), Ed Hood, president of the Shipbuilders Council of America and SIUNA President Paul Hall who is also head of the Maritime Trades Department, AFL-CIO.

The topic of the seminar was transportation labor and its affect upon port operations and foreign commerce. A luncheon was held at the SIU hall for all participants on the final day of the gathering.

he can fatten the larder in his new household.

F. J. Sullivan is laying over in New Orleans waiting for an engine room opening on anything sailing. He usually ships from New York. Sullivan's last ship was the *Steel Executive* on which he filled a fireman's slot.

**Mobile**

Shipping has been slow here the past two weeks. No ships are laid up and we hope for an improvement in activity during the coming period.

Robert L. Kelly and Grover Blackwell are ready for the first jobs available in the Deck department. Bob last spent about a year on the *Alcoa Commander* in deck maintenance and Grover finished a three-month trip to India on the *Cottonwood Creek*.

Two 20-year men are watching the board for Steward's berths. William J. Barnes was last on the intercoastal run aboard the *Trenton* and William T. Jones spent three months on the Puerto Rican run as chief cook on the *Maiden Creek*.

Richard C. Busby, last on the *Alcoa Commander*, is waiting for an oiler's job and B. D. Burns is ready for anything that comes along in the Engine department. Brother Burns last sailed as FWT on the *Claiborne*.

**Houston**

Many members here have been taking advantage of upgrading opportunities. Deck maintenance man H. B. Rains just got off the *Transhatteras* and plans to go up for his Second Mate's ticket. Jim Maxey is also sitting for a mate's license.



Dunn Barnes

**New Orleans**

Seafarer August Michell doesn't want to get far from home for too long. He definitely prefers short trips. His last ship was the *Del Monte* on which he sailed as galleyman. Looking for a South American run, M. J. Kelly feels that New Orleans is the perfect place to job hunt. Kelly's most recent billet was as wiper aboard the *Del Mar*.

Oiler Eldon Arnot signed off the *Cuba Victory* upon her return to the States. Eldon likes the old "victory's" and is looking forward to another job aboard one soon. He hails from the West Coast but has made his home in New Orleans for the past fifteen years.

Last on the *Alcoa Voyager*, Charles Dunn is on the beach taking care of important business—he's getting married. After the honeymoon, Dunn will be looking for the first ship available so that

**Senator Urges Action by 90th Congress**

**Official Neglect of U.S. Maritime Endangers Nation, Magnuson Warns**

SEATTLE—Direct action by Congress to end the "deplorable" state of the U.S. merchant marine, which poses a "grave danger" and an "immediate threat to the well-being of every citizen of the United States," has been predicted by Senator Warren G. Magnuson (D-Wash.).

Magnuson, who is chairman of the Senate Commerce Committee, which is this month conducting an investigation of U.S. maritime needs and policies, ranked immediate constructive action to solve the nation's maritime deterioration among the most urgent issues facing the 90th Congress.

"Two years ago President Johnson promised the Nation a new maritime program," the Senator told the Maritime Division of the Seattle Chamber of Commerce recently. "The Nation is still waiting. Congress shall wait no longer," he predicted.

The Senator called for the immediate implementation of a fleet of fast, efficient, technologically advanced U.S.-flag vessels built in U.S. shipyards and manned by U.S. crews to strengthen the nation's sovereignty and security on the seas.

The Commerce Committee chairman makes it clear that financing a fast, modern merchant fleet is not nearly so economically difficult as the Administration and various anti-maritime elements within the Federal bureaucracy would have the nation believe.

"If less than one percent," of the proposed fiscal 1968 budget of over \$130 billion "was allocated to ship construction we could build in excess of 50 of the best ships in the world each year," he pointed out. "In five years we would have an active fleet of 250 new vessels that could go faster and more efficiently than any competitor's. This would be 2½ times our present fleet of modern vessels, for today we have only about 100 ships that can sustain speeds of 20 knots or more."

Senator Magnuson dismissed

**New APL Ships Sport 3-Ton Steel Eagles**

PASCAGOULA, Miss.—Modern ship fitters rarely have to concern themselves with mammoth bow decorations in this streamlined age but the Ingalls Shipbuilding Company has been called upon to construct three-ton eagles—five of them.

The giant birds are part of a five-ship contract the yard here has with the SIU Pacific District-contracted American President Lines and required the makers to master a new skill. Built on a jig in the company's fabrication shop, they have a 30-foot wing span and measure eight feet from head to tail.

Latest vessel to sport the West Coast line's eagle emblem is the 572-foot President Grant, launched a few weeks ago to join the President Van Buren which was already in operation. Three other sister ships, the Presidents Taft, Johnson and Fillmore, are under construction. All are Seamaster class cargo liners.

recent proposals by Department of Transportation Secretary Alan S. Boyd, which calls for the construction of American merchant vessels in foreign shipyards. "The Boyd proposals," Magnuson notes, "... appear to be characterized primarily by their obvious inability to rectify a most serious situation."

The Senator made very clear the nation's dire need for immediate adoption of a constructive maritime policy.

**Inadequate Defense**

"Without an adequate merchant marine the United States cannot possibly have an adequate defense. Without an adequate merchant marine the United States cannot possibly realize its full potential in foreign trade."

Magnuson noted that two separate reasons have traditionally been advanced to justify the need for a strong merchant fleet—as a "fourth arm of national defense" in time of military emergency, and as an economic attribute essential to the development of our foreign trade. He implied however that these important functions—defense and trade—are no longer really separate items in the modern world.

"I would propose that the non-military transport function of the merchant marine is of far more importance than realized generally and that the security of our nation

is imperiled by continuing to view the merchant marine as fulfilling two separate and distinct roles.

"There is no longer a real distinction between our national security requirements and the ability of this nation to ship non-military goods throughout the world."

Therefore, he rejects the arguments of those who contend that so long as our hard core military sealift requirements are satisfied we are secure and can rely on foreign-flag ships to carry, as they now do, over 90 per cent of our foreign commerce.

"Trade patterns and markets can only be expanded if there is economical, expeditious and efficient transportation assured. That is the critical role of merchant shipping.

"It is naive and shortsighted, in my opinion, to say we can always charter ships from some other nation to carry our exports and imports. We now carry less than 8 per cent of our foreign trade. That is as dangerous to our future security as would be a policy of relying upon other nations of the world to charter us over 90 per cent of our military hardware requirements if the need arose. . . ."

"We cannot continue to go from year to year appropriating a pittance for ship construction," Senator Magnuson concluded. We must devise and implement a specific and detailed multi-year revitalization program."

**Soviet to Open North Sea Route To Worldwide East-West Shipping**

The Soviet Union has made it known that the rest of the world's merchant ships will be invited to share the Russian North Sea Route linking Europe and Asia along the north coast of Siberia, along with the rapidly-expanding Soviet merchant fleet.

The cost for using the route has not been announced, nor has any date been given yet when it will be made available to world shipping. Japanese vessels have been allowed to use part of the route for some time now.

The 2,500-mile Arctic Ocean route is kept open for about 150 days a year by Soviet icebreakers, including the powerful nuclear-powered icebreaker Lenin. The top-of-the-world route between Europe and Asia is considerably shorter than the conventional route via the Suez Canal.

The northern route is not an international passage but an internal Soviet shipping link, because parts of it are within the Russian 12-mile territorial limit and all of it depends on the use of Soviet shore facilities and icebreakers.

For many years Russia has been working hard at both improving the waterway and lengthening the navigation season from about 100 days in 1960 to the present 150 days. The route, which connects the northern Russian cities of Archangel, near the Atlantic and Vladivostok, on the Pacific, has become increasingly important to the Soviets in recent years through the economic development of the Russian Arctic coastal territory and exploitation of the area's coal, oil, tin, gold and diamond resources.

**SIU WELFARE, VACATION PLANS**

February 1 - February 28, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	5,699	\$ 59,143.30
Death Benefits	26	59,424.60
Disability Benefits	923	161,440.00
Maternity Benefits	24	4,610.15
Dependent Benefits	374	75,670.68
Optical Benefits	193	2,889.64
Out-Patient Benefits	3,785	30,600.00
Summary	11,024	393,778.37
Vacation Benefits	1,260	523,790.75

# The Pacific Coast



by Frank Drozak, West Coast Representative

George Issel, national director of the SIUNA-affiliated United Industrial Workers, Pacific District, announced that the fish plant workers of Newport, Oregon, voted 18 to 3 to affiliate with the SIU United Industrial Workers of the Pacific.

### Seattle

Shipping has been booming in Seattle and this seems to be the report up and down the West Coast. The next few weeks also look excellent for shipping in all ratings. The Kenyon Victory and the Rebecca will be taking a full crew and so will the Trans-Orleans.

No less than 12 ships paid off during the past period. Three ships signed on and six were by in transit.

Dick Simpson was by. His last ship was the Hattiesburg Victory as chief steward. Dick piled off in the Gulf and spent a week on the beach before shipping as chief steward on the Transontario.

J. W. Allen is back from a run as bosun aboard the Beloit Victory. He's now waiting for a Group 1 job going to Viet Nam.

Charlie Ries just got his FWT rating so is seeking a long run. He recently piled off the Manhattan, on which he sailed as oiler.

### San Francisco

Shipping in the Bay area remains extremely active. There are

plenty of jobs for Oilers, FTW's and Electricians to ship immediately.

Paying off and signing on crews were the Fenn Victory, Delaware, Margaret Brown, Burbank Victory, San Francisco, Brigham Victory, Princeton Victory, Steel Seafarer and the Pecos.

Ships in transit were the Seatrail Texas, San Juan, Steel Recorder and the Transnorthern.

Chief electrician F. J. Muntz just made the Margaret Brown and a trip to the Far East. And W. Rawluk got the AB job aboard the Princeton Victory after being on the beach for a spell.

### Wilmington

During the past two weeks, we had the Kyska and the Rachel V pay off. Seven ships were by in transit. Shipping here, of course, due to the Viet Nam sealift operation, has been booming for all ratings. Any FOWT or electrician who makes his way to Wilmington will have no trouble finding a spot fast.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

March 25 to April 7, 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	5	1	1	0	0	17	3
New York	54	29	39	34	9	217	97
Philadelphia	7	3	1	4	1	25	7
Baltimore	26	12	15	11	2	112	47
Norfolk	8	12	4	11	8	13	15
Jacksonville	2	7	5	7	4	13	5
Tampa	5	4	11	7	2	6	3
Mobile	21	5	12	4	0	93	25
New Orleans	48	18	31	24	7	129	71
Houston	51	29	15	18	3	160	98
Wilmington	10	69	13	11	20	35	1
San Francisco	54	25	45	28	36	48	4
Seattle	20	7	34	8	23	31	3
<b>Totals</b>	<b>311</b>	<b>221</b>	<b>226</b>	<b>167</b>	<b>115</b>	<b>899</b>	<b>379</b>

### 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	1	0	0	0	1	4	1
New York	51	44	34	13	31	169	103
Philadelphia	6	5	3	5	3	22	9
Baltimore	28	12	10	7	7	60	67
Norfolk	7	10	8	8	10	17	11
Jacksonville	6	7	5	0	6	8	9
Tampa	6	4	10	7	0	8	2
Mobile	13	13	11	9	2	37	59
New Orleans	34	21	26	24	11	101	56
Houston	28	24	19	13	7	73	119
Wilmington	15	14	11	13	16	29	2
San Francisco	45	24	25	24	47	24	6
Seattle	13	16	18	10	35	15	7
<b>Totals</b>	<b>253</b>	<b>194</b>	<b>180</b>	<b>133</b>	<b>176</b>	<b>568</b>	<b>451</b>

### 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	1	0	0	0	0	2	1
New York	44	12	15	11	17	151	45
Philadelphia	12	6	2	0	3	20	12
Baltimore	17	13	9	8	1	47	47
Norfolk	4	5	5	5	11	7	20
Jacksonville	5	1	3	1	5	8	2
Tampa	4	1	12	4	1	6	1
Mobile	16	7	14	4	1	18	18
New Orleans	27	39	31	36	7	94	71
Houston	25	20	9	9	4	86	69
Wilmington	2	6	6	3	18	17	4
San Francisco	20	9	26	11	38	42	8
Seattle	18	8	16	9	22	15	6
<b>Totals</b>	<b>195</b>	<b>127</b>	<b>148</b>	<b>101</b>	<b>128</b>	<b>513</b>	<b>304</b>

## THE INQUIRING SEAFARER

Question: Which baseball teams in both the National and American Leagues do you think will take the pennant in 1967?

Oliv/Seim: I like the Los Angeles Dodgers. I liked them even more when they were in Brooklyn. The Brooklyn Dodgers: That was a colorful team! Who can forget Ebbets Field, whose land has become a mere apartment house development. Duke, Campy, Pee Wee, Hodges, Furillo, Jackie, all unforgettable. I'd still like to see the Dodgers take the pennant. The American League I don't follow that closely so I wouldn't take a stab at picking a winner.

Izell Van Buren: I'd like to see the Yanks stage a great comeback and walk off the pennant winners. In the National League, the flag should go to the San Francisco Giants, who have, in Willie Mays, Juan Marichal and Willie McCovey some of the best players around. They've got lots of power and good pitching. What else do you need?

Robert Morales: The Cincinnati Redlegs are due for some success in the National League. They've got pretty strong players. The Boston Red Sox are my favorite team in the American League and although they're not the choice of too

many experts, I'll put my money on them to win the flag. It would be a pleasant surprise.

Joseph Garcia: The Atlanta Braves are better than the Dodgers, who have lost their major pitcher, Sandy Koufax, through his retirement. The Braves also have great hitting power. In the American League the Yanks will of course take it, despite last year's ridiculous showing, in which they came out squashed on the bottom of the standings.

William Fulmer: The Baltimore Orioles in the American League will be repeat winners. They haven't lost any of the strength they exhibited last year. The San Francisco Giants are due to take the flag in the National League. They've been close to the top several times. Now, I think they're due. Mays, McCovey and Marichal, The Triple M combo, won't be beat.

William Negron: The New York Mets are young and have been building up strength and experience over the past years. I'd like to see them take the flag but I don't know if they will. In the American League, the Orioles stand the best chance. They've got the best hitting and pitching lineup and a number of seasoned veterans.



# Meany Hails Farm Workers' Union's First-Time Pact With DiGiorgio Co.

SAN FRANCISCO—The AFL-CIO farm workers have won the biggest agricultural wage and benefit package in history as a result of the arbitration award establishing their first contract with the giant DiGiorgio Corp.

Its trailblazing provisions include unemployment insurance and a first-ever health and welfare-pension fund for farm workers. It grants the union shop and provides that all jobs are to be filled from a union operated hiring hall, with job preference for seniority.

The three-year contract is effective April 3 and will cover a harvest-time peak of 2,700 workers on three DiGiorgio ranches in California, the largest number ever covered by a farm union contract.

AFL-CIO President George Meany, in a telegram to Cesar Chavez, Director of the United Farm Workers Organizing Committee, called the contract award a "significant victory" that is "certain to bring new, long-needed gains to farm workers throughout the country."

"Your victory, therefore, is the victory of all farm workers," Meany added, "and should be an inspiration to those workers still on strike in Delano for the simple justice you have now won. It should also be clear notice to growers everywhere that the AFL-CIO will not rest until all farm workers—until now the most exploited workers in the United

States—have the same opportunity to better their lives as other workers have."

### Boycott Ends

The AFL-CIO president also announced the official ending of the boycott of DiGiorgio products launched last May 6 by the federation's Executive Council. He declared:

"The same solidarity demonstrated in the successful campaign against DiGiorgio will win in other battles still to come."

DiGiorgio President J. Max O'Neill also predicted that the new agreement would "establish precedents" for farm worker contracts in California and other states.

Major provisions of the contract award include:

• A 25-cent per hour increase for hourly paid employees and adjustments to reflect a 25-cent per hour boost for piece work or incentive rates. This puts the basic minimum wage at \$1.65 per hour. An additional 5-cent increase is provided in April 1968. The agreement can be opened for negotiations on pay and benefits covering the last year of the contract.

• DiGiorgio is to waive its unemployment insurance exemp-

tion and file for coverage for all its agricultural employees by the state program. If the state refuses to accept jobless coverage, the company is to pay the 6 cents per hour cost into a special benefit fund.

• A 5-cent per hour employer contribution, retroactive to last January 1 to set up the special benefit fund. The fund is to accumulate for a year and then be used for such benefits as medical, dental or hospital care, pensions or life insurance. Any union-management disagreement on benefits is to be resolved by the arbitrators.

The farm workers also got a 15-cent per hour retroactive pay increase effective on the dates when the UFWOC organizing committee was certified as bargaining agent—last September 2 for DiGiorgio's Sierra Vista ranch at Delano and its Borrego Springs ranch in San Diego county, and November 4 at DiGiorgio farms at Arvin.

Also provided in the contract are one-week vacations after a year's employment and two weeks after three years, for workers who put in at least 1,600 hours a year, and time and one-half pay for work on six holidays.



# The Fortune Beneath the Sea



Gold coins shown were part of \$2 million Spanish treasure salvaged off Florida coast. Most of the 3,200 found were minted either in Mexico City or South American countries in years 1698 thru 1711.

**S**INCE THE DAYS OF COLUMBUS, when men began to reach across the oceans for purposes good or evil, the quest for treasure from land and sea has been at least a part of the dreams of most men.

The explorers of the old world set out to discover and exploit the new; pirates and "privateers" sprang up to exploit the explorers.

Over the centuries, piracy, greed, battles for sea supremacy and the unconquerable, treacherous sea itself have all contributed to the littering of the ocean floor with a wealth of treasure the value of which is virtually beyond comprehension in its enormity.

The quest for this treasure has never subsided over the centuries. Though most of it has defied salvage or remained hidden for hundreds of years there are always men who, against all the odds, convince themselves that they will be successful where others have failed.

At first these men were merely fortune-hunting adventurers with courage and hope. Today, with modern technology and vastly improved detecting devices, they are often enterprising business men with great wealth already behind them to pursue their efforts. Ancient or modern, however, the lure is still romantically the same: Buried Treasure.

The exact locations of hundreds of sunken wrecks responsibly believed to contain treasure are a matter of record in the archives of Spain, the files of the British Admiralty and Lloyd's of London, and the U.S. Department of Commerce or Navy Department. Thousands more are known to exist in old shipping lanes on both sides of the Atlantic. The general area in which they lie is fairly certain from papers, letters and reports filed at the time of the sinkings, but pinpointing their whereabouts has been hampered by lack of detail or geographic changes in coastlines and the ocean's floor over the centuries.

Much treasure was buried ashore by pirates, to be sure, and a good deal of it has been stumbled upon on islands and along the coasts of New Jersey, New York, Maryland, Delaware, Georgia and Florida to name only a few. But these finds are the result of purest chance as there is no possible way to even guess at their whereabouts. Indeed it is variously reported in historical writings that the pirates themselves sometimes lost track of their buried booty.

But sunken galleons and other treasure-carrying ships are a different matter. All were registered with their respective governments; all had specific departure dates, ports of call and estimated arrival dates; all left manifests or bills of lading on what and whom they carried with them to the bottom.

According to one official estimate, \$150,000,000 lost by Spanish armadas between the Caribbean and

Spain from 1500 to 1820 has yet to be salvaged. More than twice that amount, however, has been recovered by diligent salvors. And this accounts for treasure lost by only one segment of the shipping of Spain alone. The vessels of England, France, Portugal and even the pirates themselves suffered similar losses. More than 800 ships left Portugal for the Indies between 1497 and 1612, for example, and a full 12% of them were totally destroyed through shipwreck.

From the time when Hernando Cortez first landed in Vera Cruz in 1519 and began his systematic plunder of Montezuma's Aztec empire, few if any ships sailed from the New World with less than half their cargo made up of gold, silver or precious stones. General cargo—tobacco, hides, sugar and the like—was usually piled high above decks and often swept overboard in heavy seas or deliberately thrown over to assist in surviving a storm. The more secure space below was reserved for the precious metals even to the exclusion of adequate quarters for passengers and crew.

### "Barbarous Greed"

So bad were conditions on Spain's treasure ships that even King Ferdinand VI was prompted to comment on victims of "the barbarous greed of those who wish to use all the space on the ship for their cargo." This despite the fact that the king's tax on gold and silver was 20% until 1572 and 10% thereafter. There were also additional taxes for stamping and assaying bullion and on merchants importing treasure.

According to Spanish records, some 437,000,000 pesos reached Spain and were recorded at the House of Trade in Seville during the 147 years between 1503 and 1650. This does not include an estimated 100,000,000 pesos smuggled in during the same period. Loose enforcement of contraband laws and bribery sometimes made it possible for a single voyage to enrich an entire crew and not a few Skippers averaged up to 100,000 pesos per trip. (By today's standards, each of these pesos would be worth roughly \$3.20.)

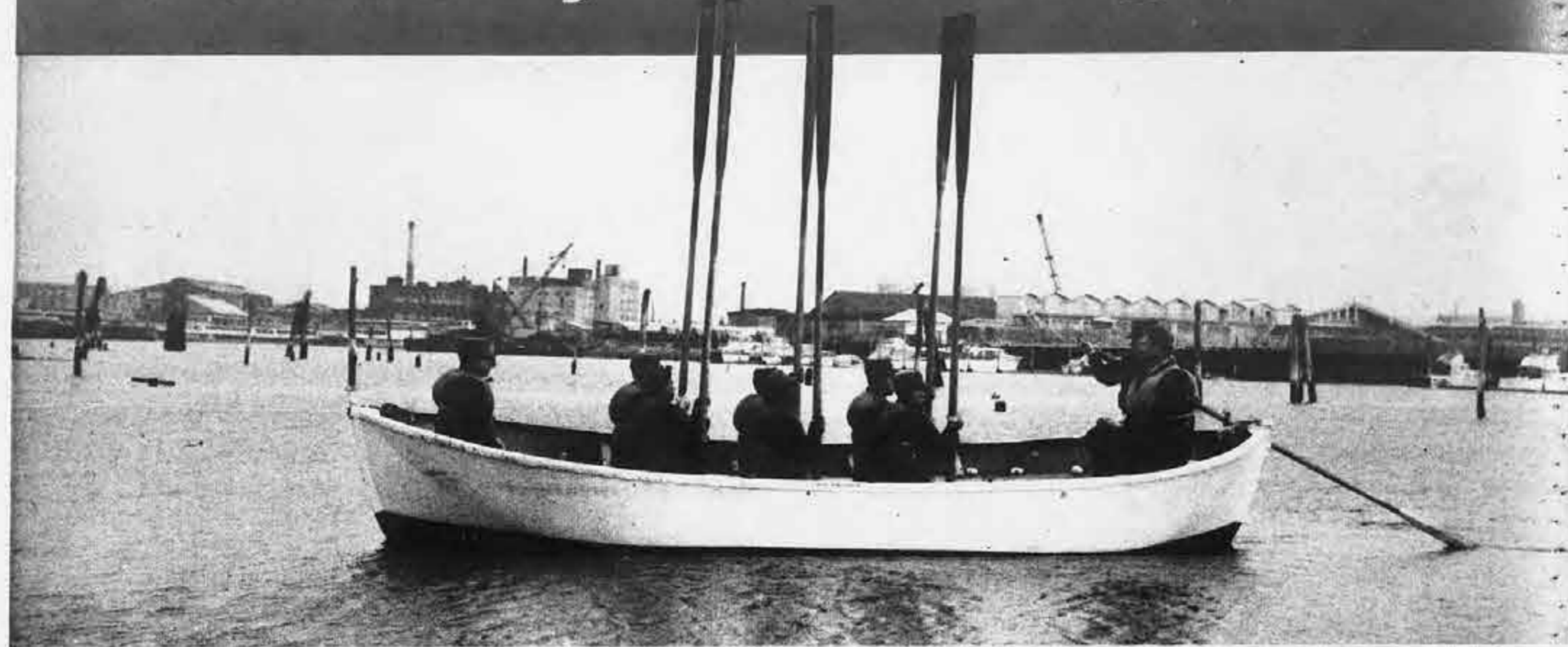
So much for the treasure that reached its destination three and four hundred years ago. Perhaps an equal amount still lies beneath the sea today just awaiting salvagers clever enough or rich enough or lucky enough to claim it.

It is interesting to look briefly into the reasons why so much of this tremendous New World wealth never got back to the Old World.

The danger from pirates was always a very present one to be sure. These vessels were by far the richest ever to sail the seas and any freebooting seafarer

(Continued on page 15)

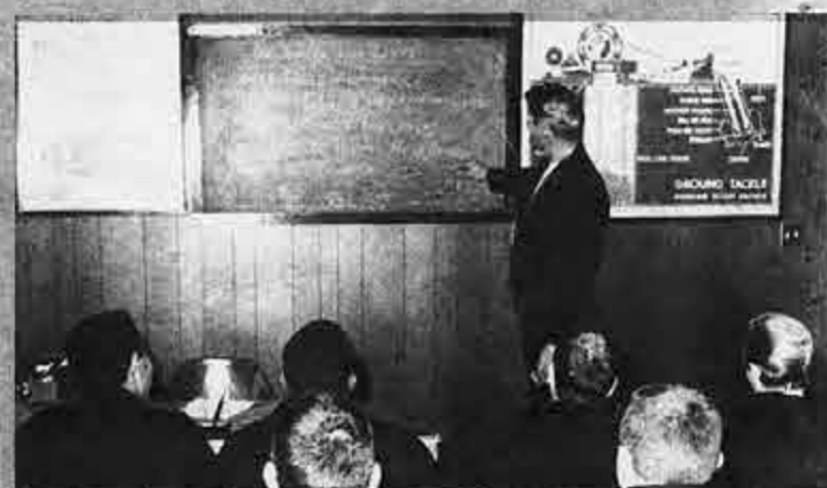
# at the Harry Lundeberg School of Seamanship



R. Pierce receives lifeboat ticket certificate.



Instructor Bjornsson explains a safety measure.



Course also includes classroom instruction. The lecture Bjornsson is giving here involves inflation of liferafts.



Trainees receive instruction in fire fighting procedures. (L-R): J. Green, R. Gonzales, Inst. McGregor, and F. Rediker.



Coast Guard examiner looks on as group of trainees take crucial rope-tying phase of lifeboat ticket examination.

## CG Approves SIU Entry Rating Lifeboat, Safety Training Plan

Men receiving entry rating training in the SIU's Harry Lundeberg School of Seamanship will now be given their lifeboat ticket examinations immediately upon completion of that part of the training program's course of instructions. This procedure and training was approved by the U.S. Coast Guard following meetings prompted by the SIU between the Union and the Coast Guard. At the meetings, the SIU pointed out that its training program included certified lifeboat and fire-fighting training techniques for entry ratings.

SIU Safety Director Joe Algina stressed that the Harry Lundeberg School of Seamanship—a Coast Guard-approved school—teaches courses in fire fighting and lifeboat training at the entry rating level as part of its objective of assuring maximum shipboard safety and to assure availability of properly trained crewmembers in the entry, as well as in the other ratings.

In recommending that the Coast Guard give examinations for Seafarers at the conclusion of the lifeboat instruction phase of their entry rating training, the SIU maintained that it is more desirable from the standpoint of ships' safety to give the examinations prior to the accumulation of 90 days' seetime, as had previously been the procedure.

As a result of the discussion with the Union, the Coast Guard agreed to give the lifeboat ticket examination to the men in the Lundeberg school's entry rating training program after they completed the lifeboat training phase of their instruction. Under the ar-

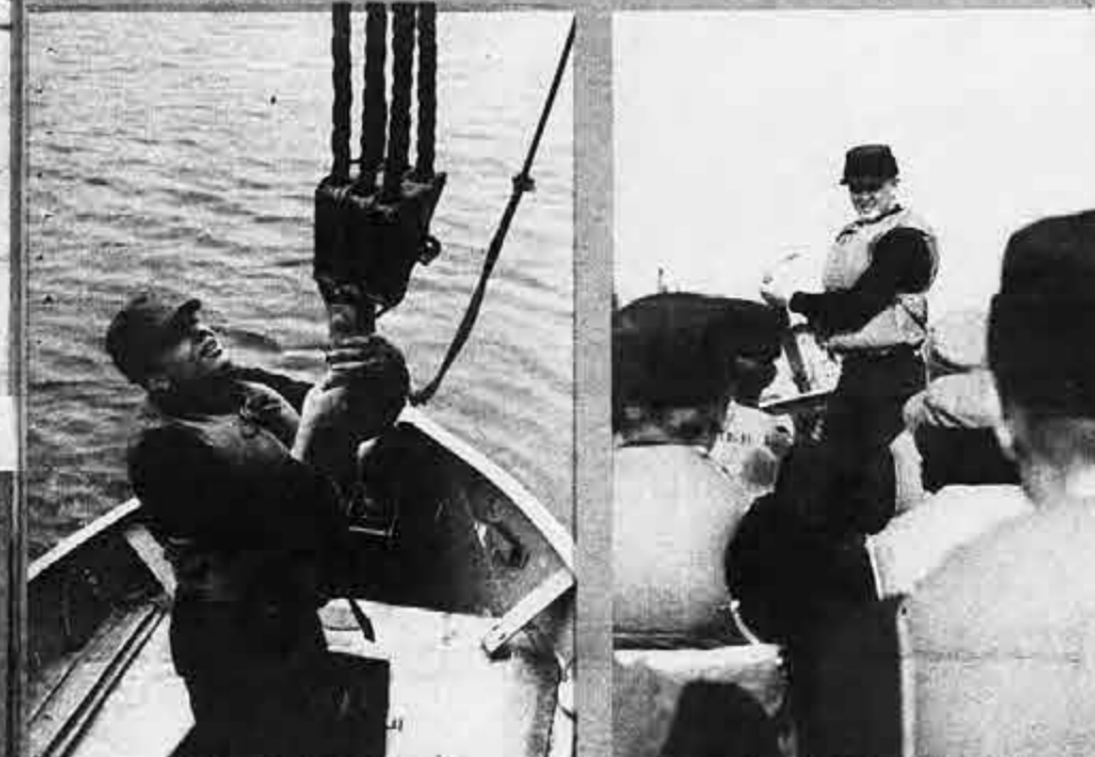
angement, those passing the tests will receive a lifeboat ticket which would become valid after 90 days of seetime by applying for validation at the Coast Guard office in the port where the test was taken.

Under the newly-approved plan, graduates of the SIU Harry Lundeberg School who pass the examination would thus, in effect, be qualified lifeboat men immediately upon joining a vessel.

In the first class of 23 men who took the examination, all passed and received their certification. Since then two more classes successfully completed this phase of training (see photos, far right).

PROVIDING seamen with know-how and skill for the successful performance of their shipboard jobs is one of the prime objectives of the SIU's Harry Lundeberg School of Seamanship. The school's program and facilities offer training for the entry ratings in deck, engine and stewards departments and for upgrading to higher ratings—as well as courses of instruction to prepare qualified Seafarers for engine and deck department licenses.

A key aspect of the school's training is its lifeboat and safety instruction which has given real meaning to the fact that "an SIU ship is a safe ship!" The photos on these pages show students enrolled in the Entry Rating Training Program as they are taught lifeboat handling and other safety techniques in the classroom and in the boats. Students are also shown in the course of lifeboat ticket examinations given by the Coast Guard at the SIU school's waterfront facility at Mill Basin in Brooklyn.



Hooking boat fall on release hook.

All hands prepare to man lifeboats.



Trainee J. Gates gets his lifeboat ticket document from the Coast Guard examiner as other members of the class await theirs.



Class of entry rating lifeboat trainees prepares to put the boat into the water at the school's Mill Basin site in Brooklyn, N.Y.



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP  
ENTRY RATING PROGRAM  
LIFEBOAT CLASS  
NO. 1 - MARCH 14, 1967

Proud first class of SIU Entry Rating Lifeboat Training School in happy pose after graduation. They are (L-R). Front Row: J. Bailey, D. Gilbert, F. Rediker, J. Green, R. Gonzales, R. Garcia, J. Gates. Second row (L-R): K. C. McGregor, instructor, D. McBride, M. Elliot, R. Drouillard, P. Murphy, T. Kile, M. McGovern, R. Pierce, F. Bragg. Back row (L-R): SIU Safety Dir. Joe Algina, B. McKinstry, R. Avis, R. Kelly, G. Carpenter, W. Estes, A. Goodhue, C. White, S. Nutter, A. Bjornsson, Inst. Course was given at Harry Lundeberg School.



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP  
ENTRY RATING PROGRAM  
LIFEBOAT CLASS  
NO. 2 MARCH 27, 1967

Shown above is the second class to graduate in the new training program. Seated (L-R): Louis Peluso, Terry Peterson, M. Gordan, Erick Sorensen and Michael Wolf. Standing in the second row are: Mike Miller, Theodore Kowalevici, Thomas Alley, Larry Walling, Courtney Bernard, William Haddock, Kenneth Buch and Ted Modlin. In back (L-R): Inst. McGregor, Bledsoe Nettles, Jim Foreman, Bill Gibbs, A. Bennett, Phil Flanagan, Bob Goodson and Inst. Bjornsson.



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP  
ENTRY RATING PROGRAM  
LIFEBOAT CLASS  
NO. 3 - APRIL 6, 1967

Third class of graduates are (L-R) Front row: J. Harper, B. Shaw, C. Beach, J. Tenne, R. Jackson, B. Vain, A. Martin, R. Corbin, E. Burch. Standing in middle row (L-R): Inst. McGregor, N. Hawkins, J. Dyer, J. Willis, D. Brown, P. Kratsas, E. Johnson, E. Younger, Inst. Bjornsson. Trainees in last row are (L-R): T. Kehoe, D. Ward, J. Daughtrey, W. Johnson, H. Odom, R. Bal in and G. Golden.



# THE TORREY CANYON DISASTER

A well-known British expression for a troublesome situation is "sticky-wicket". For the last few weeks Britain has had a truly sticky problem on its hands—crude oil, over 35 million gallons of it—floating on the sea and threatening the economic future of vast areas of the English coast.

The thick, sticky brown oil came from the tanks on the Torrey Canyon—a runaway-flag, American-owned supertanker operated by a Bermuda based company, registered in Liberia, chartered to a British firm with Italian officers and crew.

The ship, over 900 feet long and 118,000 deadweight tons, was on the last lap of a voyage from Kuwait to Wales on March 18 when she went aground on the rocks of Seven Stones reef, off the Scilly Islands on England's southern coast.

The Torrey Canyon now has the dubious distinction of being the costliest single mishap in maritime history. The vessel, which is a total loss, was insured for \$16.5 million. Her cargo, also a total loss, was insured for another \$1 million or more. In addition, the vessel carried liability insurance of \$2.5 million—and it looks as if damage claims will run many, many times that amount.

The previous record for a single maritime mishap was held by the Andrea Doria, which was insured for \$16 million when it collided with a Swedish ship and sank off Nantucket in July, 1956.

It may never be known with any certainty why the Torrey Canyon was so far off course when she went aground on the rocks. The vessel was fairly new (built in 1959 and jumboized in 1965) and was equipped with a fathometer, gyro compass, radar, radio direction finder and radio-telephone. Yet when she went aground she had wandered outside a safe channel which was 12-miles wide.

Immediately after she hit, the crude oil began pouring from ruptured tanks. As a Dutch salvage firm struggled unsuccessfully to free her from the rocks, more and more of her cargo poured into the sea. Finally, under the constant pounding of wind and waves she broke up and additional millions of gallons of oil poured out.

In an effort to prevent the release of whatever oil cargo still remained aboard the battered and broken hulk of the vessel, wave after wave of British jet bombers were sent in to pound her with high explosive bombs, rockets, napalm, gasoline, kerosene, phosphorous—everything conceivable that might set fire to what remained in her tanks and to the vast pools of oil that were being driven toward shore.

But the thick crude oil does not ignite easily, and although the ship itself caught fire and burned fiercely for a time, the floating oil refused to burn. As it moved toward shore it carried with it economic disaster for much of England's picturesque southern coast.

Warmed by the nearby Gulf Stream, the Scilly Islands and England's southern shore represent the prime vacation spot for the entire nation. Advertisements picture the area's palm trees waving in the warm summer breezes, and promotional literature describes the pure, golden beach sands for which the area is famous. The climate has made the area a haven for water fowl, including many species that are found nowhere else in the world, and extensive oyster beds are a prime financial mainstay of the area.

But the Torrey Canyon disaster may have changed all that for years to come. The golden sand of many beaches is already covered with a layer of thick, tarry oil several inches thick, and each day the wind and tide brings more and more oil ashore. Hundreds



of thousands of the exotic water fowl have already perished in the thick, sticky substance, and some, it is believed, have been made extinct. Although efforts are being made to protect the oyster beds from the encroaching oil, all such efforts seem puny in comparison to the extent of the disaster, and it is possible that the oyster industry will be ruined for years to come.

The possibility of local economic disaster is not confined to Britain. The French coastal areas of Normandy and Brittany are also in danger from the huge drifting pools of oil—which threaten not only the coasts and the local oyster beds but also the local farm economy because French farmers along the coast rely on seaweed for fertilizer—and the floating oil threatens to contaminate the seaweed all up and down the coast.

The Torrey Canyon disaster has suddenly confronted the world with maritime, legal, conservation and economic problems which it has never had to face before, but which it may have to face again in the future and for which it must, therefore, be prepared.

## MARITIME PROBLEMS

From the standpoint of current trends in maritime, the Torrey Canyon disaster casts a questioning spotlight on the trend toward bigger and bigger tankers and bulk carriers.

The economic stimulus behind vessels of ever-increasing tonnages is the fact that the more cargo a vessel can transport in a single trip, the less it costs

to haul cargo per ton. But, as the Torrey Canyon demonstrates, each supertanker or bulk carrier carries with it such a gigantic potential for loss in the event of disaster that insurance costs have gone up steadily, advancing anywhere between 5 per cent to 30 per cent last year alone, depending on the experience rating of various ship fleets. The Torrey Canyon disaster will certainly cause insurers to review their rate structures and may very well lead to further rate increases.

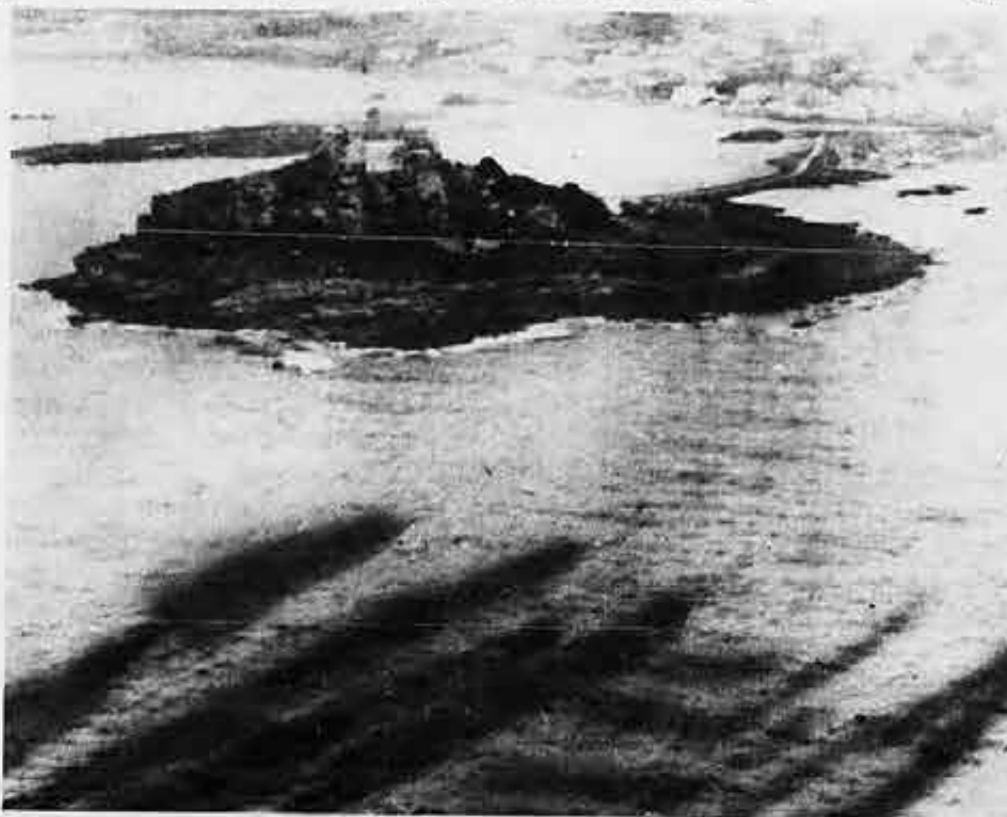
Rising insurance rates naturally cut into potential profits to be gained from increasing ship size. The Torrey Canyon, for instance, was not a particularly large vessel by today's "super" standards. At 118,000 deadweight tons she was much smaller than the Japanese Idemitsu Maru which is 205,000 tons. Japan is already planning six new tankers of 276,000 tons each, and maritime architects are already talking about 500,000 ton tankers—which they insist are technologically feasible.

The Torrey Canyon mishap however, may serve to bring about a great deal of thought on whether such large vessels are economically feasible as well. The events following the Torrey Canyon will certainly lead to fresh thoughts on the part of ship planners, shipbuilders, shipowners and ship insurers.

## LEGAL ASPECTS

From the legal standpoint, the Torrey Canyon disaster has left in its wake a legal tangle that will

(Continued on page 15)



Crude oil slick from grounded Torrey Canyon nears the coast at Penzance, England. More of this sticky stuff—thousands of tons of it—threatened the shorelines and marine life of resort areas up and down both English and French coasts and caused millions of dollars in damage and loss of revenue as helpless inhabitants watched.

# Tax-Free Industrial Bonds Abused by Runaway Shops

Organized labor's call for a ban on the use of state and local tax-free bonds to finance private industrial plants was renewed in a recent network radio interview.

Assistant Dir. Frank Fernbach, of the AFL-CIO Dept. of Research charged that the "use of public tax money . . . to build a plant for private purposes" is "improper." He made the statements on Labor News Conference, public affairs interview broadcast each Tuesday at 7:35 p.m., EST, on the Mutual Radio Network. (The American Federation of Radio & Television Artists ended its strike against Mutual on Mar. 31.)

Fernbach said tax-free bonding was authorized to help state and local governments build and expand public facilities, but a growing number of communities are using the authority to build industrial plants and entice firms from other areas. Unless checked, the practice now permitted in 30 states threatens to spread to all 50, he warned.

Last year alone, he noted, tax-free industrial bonding was an "opportunity for more than 125 American companies to get cheap factory financing at the expense of the American taxpayer." Half a billion dollars worth of the bonds was issued last year, and within two years that figure will double, he predicted.

Fernbach said that "tremendous profiteering" results from the practice, pointing out that in addition to property tax and other concessions granted the companies, they often buy the very bonds issued to build their plants and collect the tax-free interest while writing-off the rent for the site as "a cost of business operations."

Support for changing the law is growing, he said. He noted that several bills to accomplish this are now before Congress, and such Administration officials as the secretary of the treasury and the President's Council of Economic Advisers have spoken out against tax-free industrial bonding.

In addition, Fernbach said, the Independent Bankers Association, which represents "people who are in the business of selling tax-free state and local bonds," is actively campaigning to end the practice. They feel this is their "Achilles' heel," he said, "so socially, economically and morally unjustified that it might set in motion a clamor in Congress and around the country to end tax-free bonding for any purpose."

## LABOR ROUND-UP

The Oregon State Building and Construction Trades Council unanimously passed a resolution at its convention recently condemning "unscrupulous" persons in the medical profession and hospital business and urged labor to compile an "unfair list" of doctors and hospitals who overcharge patients.

Non-professional employees at Ohio University staged an 11-day strike that won the 600 new members of State, County and Municipal Employees Local 37 a first-time agreement. The workers' strike shut down the school and had the support of the students who rallied in their behalf.

The General Council of the British Trades Union Congress has called for the abolition of the private educational system. The federation called the traditional form of secondary education in England "socially undesirable" and "damaging in its effect on the public educational system." The private schools have produced "a privileged elite," the Council added.

AFL-CIO President George Meany has been named a member of the President's Advisory Committee on Top Federal Salaries. The committee will review current salaries and benefits paid to top officials in private sectors of the economy and consider whether necessary adjustments shall be made for government workers in the top salary brackets.

A new agreement arrived at six months before the expiration date of contract has been reached be-

tween the Packinghouse Workers, the Meat Cutters and Wilson and Co. The pacts covering some 6,500 people in 15 Wilson plants closely follows the lines of new agreements reached with Armour & Co. The Armour settlement totaled about 66 cents an hour.

The AFL-CIO's 12th annual national conference on Community Services will be held at the Hotel Commodore, April 16-20. More than a score of prominent community health experts will address the delegates. They include Mrs. Hubert H. Humphrey and Communications Workers President Joseph A. Beirne, who is chairman of the AFL-CIO Community Services Committee. The Conference will honor Dr. Albert B. Sabin, developer of the oral anti-polio vaccine at the Murray-Green Award Dinner on April 20.

Judge Inzer B. Wyatt of U.S. District Court in New York City, has rejected a Labor Dept. petition that he set aside an election of officers of Hotel, Motel & Club Employes Local 6 and order a new vote. The election was held in May 1965. The suit was based on allegations by a dissident group within the union that eligibility requirements for running for paid union office were illegally restrictive. The ruling held that the eligibility rules, while "technically" to restrictive, had no effect on the outcome of the balloting. "So far as appears from this record," he added, "the voting was fairly and honestly conducted and the votes were accurately counted."

# "I'll Tell Ya What I'm Gonna Do!"



## If at First You Don't Succeed

Secretary of Defense Robert McNamara's Fast Deployment Logistic Ship construction proposal has been scuttled by the Senate. But McNamara has not given up the idea and plans to push for approval of his pet project by the House of Representatives—even though opposition to the FDL proposal has been growing steadily in the House as well.

The Secretary of Defense does not give up an idea easily, even a bad one like FDL. The wastefulness, uselessness and unworkability of the FDL concept has been pointed out time and again by many representatives of labor, management, government and other interested parties. The members of the Senate have made their rejection of the FDL concept unequivocally clear. Yet McNamara persists.

The comments of Senator Richard Russell (D-Ga.), chairman of the Senate Armed Services Committee, which investigated FDL and then recommended rejection of the concept by the Senate, indicate that the Defense

Secretary even tried threats of political blackmail in order to gain approval for FDL.

This stubborn adherence to a discredited idea has become a trademark of Defense Secretary McNamara. It took the Vietnam sealift to convince him to abandon his ridiculous idea that future military transport could be handled completely by airlift and that ships were no longer necessary for this purpose—and from some of his recent statements it would seem that he is still not quite convinced.

Right now he has his heart set on a fleet of FDL ships and he would let nothing stand in his way—not even the facts and figures proving the wastefulness and uselessness of the entire concept.

Although House approval of FDL becomes more unlikely with each passing day, one thing is certain—McNamara will be in there fighting to preserve it. But fortunately for the American maritime industry and the security of the entire nation, it is equally certain that the SIU and many other maritime unions will be there as well, fighting for the final defeat of the entire FDL concept.

## "Good Night, Chet!"

When you reach the top of your field, it is sometimes difficult to remember what things were like before fame and fortune came your way. Most men's vision remains clear. Others however, overwhelmed by their affluent and glamorous present positions, lose their vision of the past.

Many years ago, when newscaster Chet Huntley was an unknown, beginning newsman working on small, local radio stations, he became a member of AFTRA. Undoubtedly, he was happy then to accept the security and honest representation that the union afforded him.

But now, having reached the top; and being able with his national prominence to

virtually call the tune in his own wage negotiations with the giant radio and television networks, Huntley seems to have forgotten the important role the union played in aiding his rise to fame. Even worse, he seems to have forgotten that beginners still start at the bottom, where he once was, and need the vitally-important support of a strong union, as he once did.

From the lofty and secure heights of national prominence, Huntley saw fit to betray both his union and his union Brothers, who recently settled their strike with the TV networks. In so doing he was at odds with many other AFTRA members—men enjoying national prominence equal to his own—men named Cronkite, Downs and Brinkley, to name just a few.

### Private Utilities 'Big Time Chiselers'

To The Editor:

Your article in the March 3rd Log on the "Truth in Lending Law" was great. Won't you run another article in the same vein on "Big Time Chiselers?"

I refer to my gas and electric bill. It was received by me on Feb. 14th, and the net was \$28.58. On Feb. 28th the total became \$31.29. This amounts to about 10 per cent interest in just two weeks.

As you know, we IBU members in Baltimore have been on strike five months, and every penny really counts. That was what opened my eyes to this outrageous penalty.

You can't argue with these people — they simply cut off your juice. So, expose them please.

Alfred "Whitey" Jutchess

ED. NOTE: The Log ran an editorial against unjustified rate increases by the nation's privately-owned power companies in the March 17 issue.

### Tariff Reduction Can Boost Shipping

To the Editor:

Something that can drastically affect American shipping, as well as the rest of the nation's economy, is rapidly coming to a head unheralded and almost unreported in the newspapers.

What I am referring to are the Kennedy Round tariff talks now going on in Geneva, Switzerland. These talks have been going on nearly four years, and the deadline for coming to an agreement is the end of this month! If the talks are successful, we will see a "reduction of world trade barriers unequalled in the history of international negotiations." (I am quoting my local newspaper.)

On the table in Geneva are proposals by all the world's main trading nations, including the United States and the European Common Market, to reduce literally thousands of individual tariffs by 50 per cent, with the reduction to take place over a five-year period.

The negotiators are seeking agreements on a sweeping new international agreement regulating trade in wheat and other grains. It would establish the principle that all rich countries, whether importers or exporters of grain, would share some of the burden of food aid to the poor countries. The United States, to its everlasting credit, is insisting on this provision, in the face of opposition by West Germany and other countries.

Other farm products, chemicals, machinery and steel are the other main categories being discussed, with many hundreds of other individual items also at stake.

It's touch and go right now as to how the Kennedy Round will come out. Its possible effects on the shipping industry of the United States and the rest of the world's seafaring nations is staggering. Transoceanic trade will increase tremendously if the talks are concluded successfully.

Let's make sure that the United States shipping industry is not shortchanged again, as it has been in the past. It is crucial to see that our Merchant

Marine is capable of meeting the demands of a possible big increase in world trade. If tariffs tumble, we must redouble our effort to see America's Merchant fleet grow to a position where it carries its fair share—which, as the world's largest trading nation, is considerable—of goods that move across the sea.

Maxwell Patterson

### Seafarer Praises SIU Upgrading

To the Editor:

Recently I had the opportunity to attend our Union's upgrading school in New York for the QMED endorsements.

I was very much impressed both with the school and the instructors, who are real professionals in preparing one for upgrading.

I strongly urge those who have their required time in the Engine Room to take advantage of this excellent opportunity.

I'm earnestly looking forward to completing my required sea time now to take advantage of the SIU's School for Marine Engineers.

Paul J. McGahern

## LETTERS To The Editor

### Great Society Must Expand

To the Editor:

The AFL-CIO, in calling on the Johnson Administration to expand the war against poverty, is reflecting the voice of all American working people.

When President Johnson, during his presidential campaign, proposed to eradicate poverty and bring the poor into the mainstream of American society via the Great Society, the response from the American people was overwhelmingly affirmative. We all wanted the unemployed and the underemployed to take their rightful place as productive workers in our most bountiful of societies.

Now the enemies of the Great Society program are saying we cannot afford to meet our commitment in Viet Nam and support the Great Society both. Labor's answer to this is that not only can we afford it, but we must win on both fronts. A victory for democracy in Viet Nam, while leaving the hard-core poor to stagnate in their ghettos at home, would be a hollow one indeed.

Admittedly, some of the Great Society programs are floundering because they have been short-changed by the federal government's lack of adequate funding, and other programs have run aground on a sea of red tape.

This is why organized labor's voice must be raised now, insisting on an increase, rather than the proposed decreases, in anti-poverty funds, and on higher caliber administration of the various individual programs.

Lee Hartung

# Fancy Knot and Canvas Handicrafts Worked to Perfection by SIU Bosun

The handicrafts practiced by seafaring men reached their height in the blue water days. Fancy knot tying and working with canvas, in these days of steam turbine ships and automated Diesel vessels, are rapidly becoming lost arts as the old blue water sailors fade away.

Despite the changing times, Seafarer Vincent Anthony ("Chick") Vanzenella, has continued to perfect his mastery at these changing arts. Bosun Vanzenella, who got his first taste of the sea in 1942, first became interested in working with rope when he joined the Boy Scouts at the age of 12. Since then, he says, when "I sort of took it up as a hobby . . . knots and lines have always fascinated me."

Brother Vanzenella learned the art of canvas working in the Navy, where he served as a Bosun. He made mats for ladders and boat fenders. Although civilian tugboat fenders are usually made of rope or sometimes used automobile tires, naval tugs are equipped with traditional canvas fenders for protecting the boats from abrasion.

"Chick" uses his vast knowledge of nautical handicrafts to improve his performance as a working sailor. "While shipping as Bosun, I've tried to develop new ways of working on deck," he pointed out.

"It's almost impossible to come up with new knots; there are thousands of them," Brother Vanzenella said, when interviewed by a LOG staff writer in the New York hall. He had with him a book, "Encyclopedia of Knots and Fancy Rope Work" (Cornell Maritime Press). By Raoul Graumont and John J. Hensel, it describes some 3,668 knots! "It's the best book I've ever found on the subject," Brother Vanzenella said.

"When I first went to sea, I learned a lot by watching the old-timers work," Brother Vanzenella told the LOG. "Then I picked up a lot myself, and after that I started to read all the books I could find on the subject."

"I always try to dig up new ways of securing and tying while I'm working," "Chick" said.

#### Two Categories

All nautical knots either fall into the category of fancy knot work or workable knots. Brother Vanzenella is a master at crafting both kinds.

"Today," says Brother Vanzenella, "those that go for fancy work are usually yacht people." In the days of yore, many ties that are now categorized as fancy knot work were workable knots. Others were used on various parts of clipper ships to decorate the vessels and their rigging.

The workable knots used on today's merchant ships fall into the following categories, Seafarer Vanzenella pointed out.

- **The Bowline** is a bite for securing lines; its most common use is to secure mooring lines to piers.
- **The Square Knot** is used to join two ropes together.
- **Half Hitches** are used to secure lines temporarily to rails and other objects.
- **Becket Bends** are used to rig up bosun's chairs.
- **The Stage Hitch** is used to secure each end of a plank for working over the side of a ship while it is in port.
- **The Sheep Shank** is used to shorten lines.



Bosun "Chick" Vanzenella passes on his knowledge of nautical handicrafts at every opportunity, hoping the younger Seafarers will continue to practice them. In this candid shot by a LOG photographer, "Chick" (left) is showing OS Bledsoe Nettles (center), a recent graduate of the Harry Lundberg School of Seamanship, how to splice line. AB Chester Mikulski listens as "Chick" explains the difference between a long and a short splice. Action took place at SIU headquarters.

• **Stopper Knots** are used to secure lengths of line to bits which are put on mooring lines to relieve stress.

Fancy knots are used mainly for decoration today. "They were all used to fancy up stuff during the sailing days," Brother Vanzenella explained, adding that they are still used on sailing yachts. "Don't ask me how many there are," he said. "I couldn't tell you."

"Chick" passes away many of his spare hours at sea by making knot boards—which is practically a lost art. A knot board is a finished piece of wood with fancy knot work attached to it. Bosun Vanzenella made a knot board with over 50 knots on it for the Jacksonville SIU hall in 1960. He made another, of similar scope, for a Daytona, Fla., yacht club.

Most of "Chick's" knot boards are smaller, however, and he gives them away to his shipmates. He begins by cutting a piece of plywood down to size. "Chick" has no trouble obtaining plywood, as most ships carry a supply for building shelves and other items as they are needed. Then he sands and varnishes the wood. After tying the knots, he attaches them to the board with brads—small, almost headless nails which he sinks below the surface of the rope.

#### Sailing Boards

He has also made a number of sailing boards, using the same technique as in making knot boards. Sailing boards indicate when a ship will sail and what her destination is. The lettering on "Chick's" sailing boards are made of looped and knotted line, and usually include fancy knot work as decoration.

Bosun Vanzenella is also an expert at splicing, or joining, rope and wire. For splicing heavy mooring line, three tools are used—a fid, a wooden mallet, and an axe or knife. No tools, "just your hands," are needed to splice smaller lines. Explaining the technique, Brother Vanzenella says: "You go against the lay, over one, then under one; it's sort of like

weaving." Small lines are made of two strands, and are relatively easy to work with.

Large lines, on the other hand, are made of three thick strands, and it takes considerable skill to splice them together. The fid, a nautical tool whose origins go back to antiquity, is a tapering pin of wood used to open the strands of a rope in splicing. As Bosun Vanzenella explained it, the fid is put under the lays to allow the ends of the second rope to be tucked in. In other words, a hole is opened that is large enough to accept the strands of the other rope. If the rope is new and stiff, a mallet is needed to drive the fid through the strands. A knife or an axe is required to cut the ends off. "I like wire splicing, too," Brother Vanzenella said. The marlinespike, a pointed iron instrument, is the tool used to splice wire and cable.

Working with canvas is another practically lost art that the veteran Seafarer can do not only competently but with a kind of style that is rare today. "Knowing how to sew canvas comes in handy," says the Bosun. "There is always something to do with canvas, even on today's ships," Brother Vanzenella told the LOG. From canvas he has fashioned dodgers—or windbreakers—sea bags, and covers for ships' lights. He has often patched up lifeboat covers and tarps.

"The tools Bosun Vanzenella uses to work with canvas are a 'palm' of leather with brass fittings, twine—which is the 'thread,' beeswax, and a needle. Somehow, the nautical handicrafts are more widely practiced in Britain. Needles for working canvas are imported from England.

The basic stitchings are: the round stitch, for putting together round pieces of canvas; the flat stitch, for sewing flat parts; the herringbone stitch; and the "baseball" stitch. The veteran seaman can also make "McNamara Lace," as intricately worked decorative canvas is called.

## SIU ARRIVALS

**Audra Marie Wright**, born January 15, 1967, to the Ray Anderson Wrights, Aydtlett, N. C.

**Darren Eugene Fuller**, born January 7, 1967, to the Jerry E. Fullers, Houston, Texas.

**William Ray Hanf**, born January 23, 1967, to the Bill J. Hanfs, Houston, Texas.

**Clarence Willis**, born February 3, 1967, to the Dudley J. Willis, Belle Chasse, La.

**Kathleen Notton**, born February 13, 1967, to the Arthur Nottons, Superior, Wisconsin.

**Rafael Matos**, born February 21, 1967, to the Rafael Matos, Staten Island, New York.

**Jerry and Nancy Bankston**, born December 14, 1966, to the Jerry Bankstons, Ocean Springs, Miss.

**Eduardo Rode**, born February 23, 1967, to the Howard Rodes, Houston, Texas.

**Charlene Vito**, born January 25, 1967, to the Rosalis Vitos, Houma, La.

**Paul Frankewicz**, born January 1, 1967, to the Stephen J. Frankewicz, Avondale, La.

**Christina Long**, born January 2, 1967, to the James A. Longs, Joppatown, Maryland.

**Daniel Franklin Foster**, born January 31, 1967, to the Charlie Fosters, Belhaven, N. C.

**Christine Kelley**, born December 29, 1966, to the Donald Kelleys, Milwaukee, Oregon.

**William Zinsavage**, born December 27, 1966, to the Albert Zinsavages, Baltimore Maryland.

**David Raynor**, born January 5, 1967, to the Oscar Raynors, La Follette, Tenn.

**Dawn Adams**, born February 6, 1967, to the Andrew J. Adames, Baltimore, Maryland.

## From the Ships at Sea

His fellow Seafarers have extended their best wishes for a speedy recovery to **Lawrence Campbell**, after his accident aboard the **Merrimac** (Merrimac). Meeting Chairman **Joseph Stanton** reports that Campbell, an AB, was hurt while the vessel was in France. We want "to let him know that the crew wishes John a speedy recovery. Seafarers were requested not to smoke on the bridge. The repair list includes the foc'sle, hallways and bathroom. All hands helped in keeping the pantry and messhalls clean. The ship's fund totals \$8.50.



**Hatgimisios**

A good voyage on the **Del Monte** (Delta), with "no beefs and no disputed overtime reported by department delegates," Meeting Chairman **A. C. Campbell** writes. Brother **George C. Hoffman** resigned as ship's delegate and was replaced by **A. Hudimac**. Hoffman was praised by his shipmates for the fine work he turned in. The ship's treasury is down to its last \$2. **A. G. Espeneda**, Meeting Secretary, writes that crewmembers did some painting in the foc'sle and repair work in the shower.

The possibility of having a swimming pool was discussed by Seafarers aboard the **Steel Vendor** (Isthmian), Meeting Chairman **Fred Shaia** informs. Shaia said that the Steward informed new crewmembers about the need to replenish the ship's fund. Meeting Secretary **Elliott Gorum** informs us that the ship's fund has \$21.90 left. Engine delegate **Leo Wills** said that there was some disputed overtime but otherwise, it has been a good trip. Logs and mail are arriving regularly and the Steward department is turning out good chow. Seafarers are looking forward to a San Francisco payoff.



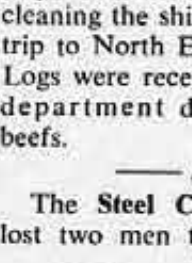
**Marshall**

The **Steel Chemist** (Isthmian) lost two men through illness, **J. Tucker**, meeting secretary reports. Tucker reminded crew to send any beefs to delegates, not direct to top-side. Meeting Chairman **E. Finnerty** said that the ship's treasury was getting anemic, with only \$1 there at present. Finnerty told Seafarers to be sure the passageways are quiet during morning hours so the sleeping crewmembers will not be disturbed.



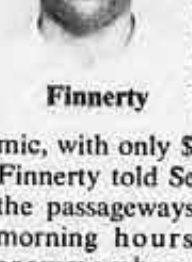
**Quinn**

**D. Keith** was elected by acclamation to serve as ship's delegate aboard the **Steel Voyager** (Isthmian), Meeting Chairman **R. Whitney** reports. A vote of thanks was extended to the former delegate for the "wonderful job" he did. Meeting Secretary **Tony Gasper** reported that Seafarer **John Yodice** was left behind in Port Said due to illness. The



**Lundy**

ship is in port along the coast, Seafarers were reminded by the ship's delegate aboard the **Steel Scientist** (Isthmian), Meeting Chairman **E. Hernandez** reports. **George Pappas**, deck delegate, spoke of the cooperation of all hands in his department, according to Meeting Secretary **F. S. Omega**. Omega informs that crews rooms might be painted when the ship reaches the coast. Some disputed overtime in the engine room, but otherwise, a good trip.



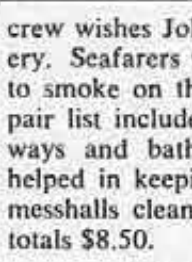
**Harrington**

Book loving Seafarers on the **Ames Victory** (Victory) are making good use of the SIU's ship's library, Meeting Chairman **Roy J. Jones** reports. Meeting Secretary **Jesse Krause** writes that the men are forming a ship's fund and donations will be accepted from the crew at any time. A vote of thanks was extended to the Steward for a job well done. The vessel will be paid off in Seattle.



**Doujet**

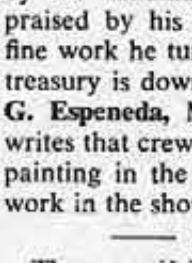
Meeting Chairman **D. Daziukewics** reports that **Ed Lane** resigned his position as ship's delegate on the **Mankato Victory** (Victory). He was replaced by **A. Alford**, deck department and got a vote of thanks for his fine job. Meeting Secretary **R. V. Mehlhorn** reports that the ship's treasury, in the capable hands of treasurer **Harold Kammet**, contains the sum of \$10.25. No beefs were reported.



**Hoffman**



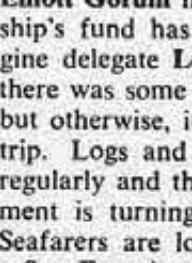
**Shaia**



**Gorum**



**Wills**



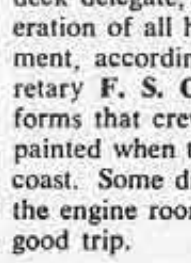
**Finnerty**



**Whitney**



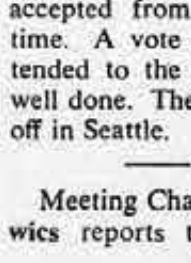
**Hernandez**



**Jones**



**Krause**



**Lane**



**Alford**



**Mehlhorn**

## PERSONALS

### Income Tax Refunds

Income tax refund checks are ready for the following Seafarers: **Stefen Goscinski**, **Walter W. Hake Jr.**, **Clarence Layton**, **Charles E. Switzer** and **Grover C. Turner**. They are being held by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105.

### Jared A. Mason

Please contact your sister, Mrs. Ella M. Bodman, 1820 Old Government St., Apt. 7B, Mobile, Ala. 36606.

### George T. Mellon

Please communicate with your wife as soon as you can. She has moved since you shipped out. Her new address is: 509 Cranston St., Providence, R. I. 02907.

### Albert Schwartz

Please contact Newton B. Schwartz, attorney at law, 500 Brannard at Garrott, Houston, Tex. 77006, at your earliest convenience. The telephone number is JA 8-2863.

### Walter (Jake) Jacobson

Please contact Eddie McMaster, aboard the Miami, c/o Cities Service Oil Co., 60 Wall St., New York.

### James P. Harrington

Contact your wife at 104-17 35th Ave., Corona, N. Y. 11368.

### Alan Doujet

Get in touch with Sidney J. Smolinsky, at Dorfman, Pechner, Sacks & Dorfman, Attorneys at Law, The Wellington, Suite 400, 19th and Walnut Streets, Philadelphia, Pa. 19103. They want to give you vital information concerning the case you have pending.

### Charles S. Hudgins

Please contact your sister, Mrs. Mary Cook, and inform her how you can be reached. She has moved since you last saw her. The new address is 5717 Rusk Ave., Mt. Washington, Md. 21215.

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

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### Lifeboat Class No. 173 Casts Off



The most recent crop of men who have completed the SIU Lifeboat School's short course pose for their picture. In the front row are (l-r): Ray Shaynick, Kim Boughman, Stan Dunlap, Frank Camarde and Tony Rocco. In the middle row are: Julio C. Padilla, Helmer Okland, Christian Holstein, Felipe Martinez and Bakar B. Hassen. Standing in the back are: Ralph Frederickson, Dave Klang, Joe Jacobs, Robert Burns, B. H. Grislason and Instructor Arni Bjornsson.



## THE FORTUNE BENEATH THE SEA

(Continued from page 7)

who could scare up a sloop gladly gambled on the possibility of grabbing off some of the Spanish gold. But far more galleons met disaster on unfamiliar reefs or were deliberately scuttled to avoid capture than ever fell to pirates. Treasure was less likely to end up on the ocean floor if it was taken by pirates anyway. Even allowing for exaggeration in the legendary tales of pirates' exploits, they were professionals operating in their own waters and not apt to be sunk unless defeated in battle.

With the galleons it was a different story. Top-heavy and cumbersome, they were barely seaworthy; ill-fitted at best for transoceanic trade which was still in its infancy. High, massive forecastles hung over the stern and poops were considerably taller to create a bad disproportion of parts above and below the waterline. The larger the ships were built, the higher the poops were made to keep the sea from engulfing them from astern and the farther out over the bow the headsails were rigged. Still, the higher the stern, the more the freeboard, all of which led to a greater lack of maneuverability and generally unseaworthiness. On top of all this, it was seldom indeed that the galleons were not overloaded and the lower gun decks very close to the surface even in calm seas.

If the ships themselves were poorly constructed and ill-equipped, the crews that manned them were even worse. Officers with little knowledge of seamanship were appointed because they were court favorites or members of officials families. Other top jobs were filled by those able to bribe the right people and few commanders knew even the first thing about navigation. Only the pilots had any nautical ability at all and voyages were entrusted almost entirely to them.

Small wonder, then, that so many of these galleons were wrecked off any coast much less the particularly hazardous areas such as Bermuda, which is ringed with murderous reefs 12 and more miles out, or in the treacherous currents of the Gulf Stream. Hundreds were lost near Bermuda alone—nearly all of them loaded with treasure. They may be buried beneath tons of coral and sand but there is no doubt that they are there.

Some known wrecks are actually visible from the surface when the water is clear but have defied salvage time and time again over the years because sands, tides and weather posed insurmountable oppo-

sition to the methods and equipment used. Many others, while not visible to the eye are in comparatively shallow water close to shore and readily located by skin divers or simple metal-detecting devices. Those further out require more expensive and sophisticated equipment some of which can be used at depths of over 10,000 feet.

Elaborate expeditions with unlimited time and funds at their disposal go after the larger of the known prizes. Quite accurate information as to origin, value, depth and location of hundreds of wrecks is available. There are 36 known Spanish galleons along the Florida and Gulf Coast and in the Caribbean which hold a total of \$141,000,000. Some contain only about one million; others carried up to 20 million. Attempts have been made on them all with very little success.



Other sunken treasure ships dot the coast of North and South America and abound in the Caribbean.

One outstanding example of how the simplest of salvaging technique can pay off occurred in 1955 when two Bermudians discovered a small fortune right off shore. One of them first spotted a cannon sticking out of the sand. Later the two returned with what equipment they could gather and searched the immediate area for the ship they were sure must have carried the cannon. Failing in this, they simply dove on the site with wooden paddles, fanned away the covering sand over the ship and brought up virtually all of the cargo—gold, jewelry, artifacts, etc. The name of the ship was not determined but experts deduced from coins and utensils found that it must have gone down in the late 1590's.

For those fortunate enough to find and raise treas-

ure, there is a certain amount of legal complication. Aside from taxes on any income derived, there is also the problem of the law of Treasure Trove which varies according to the locality. In England and Scotland, rights to treasure are reserved by the crown and must be reported to the local coroner. In the U.S., laws vary from state to state but in most cases the finder is allowed to keep his treasure. Louisiana divides treasure between finder and landowner and some other states, like Florida, grant licenses for hunting treasure at a fee and a percentage of any found. The U.S. Treasury Department will grant salvage rights to ships sunk in federal waters or buried treasure on government land.

Based on English common law, treasure trove is liberally defined as treasure hidden in a private place. Since the ocean is not considered a private place, treasure found on the bottom of an ocean, sea, lake or navigable river should not be considered treasure trove.

It might be remembered, too, that all treasure is not necessarily gold or silver or precious stones. Equally important are articles of significant historical worth. One such case involves what is thought to be almost certainly the anchor of the Santa Maria, Christopher Columbus's flagship which is believed to have sunk on Christmas day in 1492. The anchor was found in 12 feet of water off Cape Haitien in 1955 by an expedition of Edward A. Link, of Link Aviation, in collaboration with the Smithsonian Institute.

In 1957 Luis Marden of the National Geographic Society found Captain Blich's Bounty which was burned and scuttled off Pitcairn Island in January, 1790. Assisting in the find was the great-great-grandson of mutineer Fletcher Christian, Tom Christian, and his brother-in-law, Lew Brown. Another of the Christians, Parkin, had found the rudder of the Bounty near the same spot in 1933.

Such discoveries as these are also treasure. Aside from the fame they bring to the finders, their value often cannot be measured in money.

One thing is considered fairly certain by professional salvors and archaeologists. These sunken treasure ships will one day be conquered and their precious cargoes raised. Periodic attempts have been made on a good many of them over the years with partial success—some coins here, a few bars of silver or bullion there—only to have equipment fail, funds run out or nature once again intervene.

All agree that patience is the keynote. Patience through continued trial and error or until bigger and better machinery is developed to find the final key to the vast vaults of Davy Jones.

## THE TORREY CANYON DISASTER (Continued from page 10)

probably take years to unravel. American owned, incorporated in Bermuda, registered in Liberia, crewed by Italians, chartered to a British firm, insured by British and American companies, she was wrecked in international waters and her drifting cargo will undoubtedly bring about liability claims from France and England at least.

It will probably take a long time simply to determine under the laws of what nation action is to be brought. But even then, little will have really been determined.

Suppose, for instance, the action is finally brought under British law.

Under British law, those liable to be sued for damages are the employers of the master and crew. But who are the actual legal employers? The American shipowners? The Bermuda corporation? The British charterers?

The Torrey Canyon mishap has shown the need for some extensive revisions in maritime law to bring it up to date with today's complex worldwide maritime situation of absentee ownership, runaway registrations, one-ship "door-plate" corporations, etc.

Another legal problem raised by the Torrey Canyon grounding was Britain's use of military bombers to destroy the wreck and burn its remaining cargo to prevent further pollution of the coast. Britain's Labor government is under criticism at home for not acting sooner in destroying the vessel before most of its crude oil cargo had escaped, instead of waiting until the ship had broken up and salvage attempts had been abandoned.

But since the vessel was wrecked in international waters, for the British government to have acted sooner, no matter how important quick action might have been, would have amounted to an act of piracy under present international law and the British Government might have become responsible—legally—for the loss of the vessel.

The Torrey Canyon disaster has already brought

forth suggestions that existing international law might well be amended to cover such special situations and allow immediate action to prevent a shipwreck from placing vast areas of the world in danger of either physical or economic destruction.

### CONSERVATION

The greatest amount of discussion raised among the general public as a result of the Torrey Canyon disaster is concerned with the conservation aspect of the situation—the destruction of marine life, the fouling of beaches, the possible extinction of whole species of animal life—all from one calamitous accident.

The world is becoming increasingly conservation conscious and methods are being devised, constantly improved and put into ever-increasing use to slow, then halt, and finally even reverse mankind's history of polluting the world in which he lives. But the Torrey Canyon's millions of gallons of crude oil, spilled on the surface of the sea almost all at once, demonstrated how puny mankind's conservation devices really are when faced with a massive challenge.

With nearly 35 million gallons of crude oil drifting toward her shores, Britain realized that there was virtually no way to get rid of it. It would not burn. Crude oil is very thick, very dense and not very flammable. Flaming napalm, gasoline, and even phosphorous would not set the floating pools of oil aflame. The floating oil was sprayed with liquid detergents in an effort to break down the thick, tarry substance—but with almost no success.

As it hit the beaches, soldiers, volunteers, even children sprinkled layers of the crude oil, sometimes more than two inches thick, with detergent from gardeners' watering cans. The effort was futile, to say the least. Barriers of floating straw, plastic, even compressed air bubbles were spread across rivers and estuaries to prevent the oil from entering, but no

effective measures were available or devised to meet the situation.

The Torrey Canyon mishap showed beyond a doubt that a massive conservation disaster, from an accident involving oil, other chemicals or yet inconceivable sources—at sea or on land—must be anticipated and planned for. New methods of fighting different pollutants on a massive scale must be devised. No matter how conservation conscious we become, no matter what precautions are taken, the possibility of accidents such as the Torrey Canyon grounding will always be with us. Defensive procedures must be formulated—on an international scale if necessary.

### THE ECONOMIC VIEW

From an economic standpoint, the Torrey Canyon experience will undoubtedly give the international business community much to think about.

For instance, the present situation brings into focus the growing practice of forming one-ship corporations to take advantage of corporate limited liability. When one ship is virtually the corporation's sole asset, and that vessel becomes a total loss—and in the process brings about millions of dollars of subsidiary damage, most of which is uncovered by insurance—where does responsibility lie and to whom do injured parties appeal? Justice demands a clarification of this situation, especially when damages and liability extend over numerous national boundaries and different levels of law.

It has also become clear as a result of the Torrey Canyon disaster that marine insurers in the future will have to maintain vastly increased reserve funds to cover the gigantic losses that are possible in a single mishap. Also, much thought may well be given to the necessity for extensive and mandatory liability coverage. The \$2.5 million liability coverage carried by the Torrey Canyon, for instance, will probably come nowhere near the amount of damage to third parties brought about by her sinking.

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## House Hearings Begin

### Congress Urged to Pass On-Site Picketing Bill

WASHINGTON—American labor and the Administration have called on Congress to restore the right of peaceful picketing to building trades unions.

Labor Secretary W. Willard Wirtz, leadoff witness at House hearings, termed passage of the on-site picketing bill "long overdue."

Four presidents, he stressed, have asked Congress to lift the "inequitable restriction" that prevents building trades unions from putting up a picket line at a construction site where more than one contractor or subcontractor is on the job. A 1951 Supreme Court ruling held his to be a secondary boycott violation of the Taft-Hartley Act.

Construction workers should have the same right as other workers "to protest substandard conditions," Wirtz said.

President C. J. Haggerty of the AFL-CIO Building and Construction Trades Department spoke for the workers directly affected who, he emphasized, were asking only for the rights of "free citizens" to combat unfair employers.

AFL-CIO President George Meany and spokesmen for virtually every segment of the American labor movement joined in statements of solid support for the building tradesmen and for the bill introduced by Representative Frank Thompson, Jr., chairman of the House Labor special subcommittee.

Labor's solidarity was expressed by the Industrial Union Department, the Maritime Trades Department, the Metal Trades Department, the Railway Labor Executives' Association and by presi-

### SIU-UIW Wins New Contract At Hussman Plant

HADDONFIELD, N. J. — A new two-year contract has been won by the SIU United Industrial Workers following a 14-day strike against the Hussman Refrigerator Co. here.

The pact calls for a 6 per cent wage increase the first year with an additional 4 per cent hike in the second year. Additional night differential will also be paid on the second and third shifts. Other gains were additional contributions by the employer to the UIW Welfare Plan and an additional paid holiday. Hussman employees will now have nine paid holidays.

Around-the-clock picketing of the company began when the 250 UIW members went out at midnight on Feb. 7, and continued until the contract was ratified by a vote of 129 to 55 in a secret ballot election held at the UIW hall on Feb. 21.

Hussman is one of the largest manufacturers of refrigerator display cases for retail stores in the United States.

dents of more than a score of unions.

#### Full Support

Meany told the subcommittee that the situs picketing legislation has "the full and complete support of the AFL-CIO."

He urged its passage to end "a long standing injustice that discriminates against building trades workers." The prohibited picketing, he noted, "would be perfectly lawful if performed by workers engaged in labor disputes involving manufacturing establishments."

The rail labor statement, on behalf of 23 affiliated unions, put its support for the building trades on the basis of "one of the oldest and greatest traditions of the American labor movement—that an injury to one is an injury to all."

SIU President Paul Hall, who is also president of the AFL-CIO Maritime Trades Dept., expressed the unanimous support of unions representing more than 5 million workers.

The department also was host to perhaps the most dramatic demonstration of union solidarity on the site picketing bill.

The regularly scheduled Maritime Trades meeting on April 5 was transformed into a rally for the legislation and gave prolonged, standing ovations to Thompson and Haggerty, the two speakers.

Standing in front of a banner declaring the department's support for his bill, Thompson predicted: "We're going to pass it this year."

The MTD's executive secretary-treasurer, Peter M. McGavin, told the overflow gathering of union, industry and government officials: "We are for the situs picketing bill as much as we are for an independent maritime agency."

## MSTS Commander Donaho Praises Merchant Fleet's Vital Vietnam Role

WASHINGTON—Warm praise for the American merchant marine's vital role in the Viet Nam sealift has been expressed by Vice Admiral Glynn R. Donaho, commander of the U.S. Military Sea Transportation Service.

Donaho's praise for the American-flag merchant marine is especially significant because it is in such sharp contrast with the views of Defense Secretary Robert McNamara, under whose jurisdiction MSTS operates. McNamara has continually downgraded the importance of the American-flag merchant marine and has been a staunch advocate of proposals which would virtually scuttle the nation's merchant fleet were they put into operation.

Donaho, who will retire from active duty on March 31, told a meeting of the Propeller Club in Washington:

"Without the reliable service these ships (of the American merchant marine) have rendered, my command could not have met its obligations or carried out its mission in augmenting transportation capability to Southeast Asia."

#### Sharp Contrast

This was in sharp opposition to McNamara's view, stated in January, that the subsidized and unsubsidized American-flag liner operators had failed to respond adequately to national defense needs in Vietnam because they were more concerned with making a profit than with aiding their

nation. At that time, McNamara said that the liners had not met "the Government's need for reliable, responsive sealift . . ."

In his remarks before the Propeller Club, Donaho completely contradicted the charges made by the Secretary of Defense. Donaho noted that of the 568 ships operated under MSTS control "388 are either chartered from American steamship companies or operated by American steamship companies as general agents."

He further pointed out that "most of the tramp fleet and more than 15 per cent of the liner fleet" are under charter to MSTS, and

added that "The burden imposed upon some companies to assume the responsibilities of general agents and to operate for us the ships brought out of the National Defense Reserve Fleet have not passed unnoticed."

Defense Secretary McNamara has continually used his personal and unsupported denunciations of the American merchant marine to justify adoption of his own pet projects—such as airlift or Fast Deployment Logistic Ships—which, if put into effect, would virtually scuttle the nation's merchant marine capability, and leave the United States without its vital "fourth arm of defense" in time of future national emergency.

## U.S.-Owned Runaway Ships Outweigh U.S.-Flag Fleet

WASHINGTON—The United States now has more shipping tonnage under runaway flags, alleged to be under so-called "effective control" than it has flying the American-flag, according to the latest report of the Maritime Administration.

The Maritime Administration report shows 474 American-owned

ships or 15,363,000 deadweight tons registered under the runaway flags of Liberia, Panama and Honduras which the Defense Department regards as under its "effective control." This compares with 944 ships of 14.7 million deadweight tons registered under the U.S. flag as of last July, which are the latest statistics available.

Of the runaway flag ships allegedly available to the U.S. in an emergency, 354 are under the Liberian flag, 110 under the Panamanian flag, and 10 flying the Honduran flag. A breakdown shows 278 of these runaways are tankers totaling 11.2 million tons, 104 bulk and ore carriers totaling 3.2 million tons.

They are registered under these "flags-of-convenience" so that their owners, who are themselves American citizens, can avoid the "inconvenience" of paying fellow citizens decent American wages, avoid paying their fair share of American taxes, and circumvent American labor laws, working conditions, safety, and other regulations.

The Department of Defense, under Defense Secretary Robert McNamara, continues to uphold the myth of "effective control" however, and the MARAD report includes Military Sea Transportation Service insistence that it maintains effective control over these vessels of foreign registry.

It must be noted, however, that the Defense Department has never attempted to test its actual control over these vessels, and when extra ships were needed desperately for the Viet Nam sealift the Defense Department first tried to charter foreign-owned ships for the job, and when this failed it resorted to pulling World War II ships out of the Reserve Fleet.

## SIU-Contracted Co. to Operate First Aluminum Merchant Vessel

NEW ORLEANS—Sometime in April, Seafarers will begin manning the first large ocean-going commercial vessel with an aluminum hull. The ship, the Sacal Borincano was launched recently in New Orleans and will be operated in a weekly service between Miami and San Juan, Puerto Rico by SIU-contracted South Atlantic and Caribbean Line.

The roll-on, roll-off vessel's hull is completely constructed of aluminum alloy, which made possible many design innovations in the remainder of the vessel.

With a full load displacement of 1,570 tons, the ship draws just slightly more than 10 feet when loaded to capacity with 40 trailers, and can maintain a speed of 14 knots. It is estimated that the same vessel, if conventionally constructed of steel, would displace an extra 498 tons, draw about 12 feet of water, and have a service speed of 13 knots.

Except for anti-fouling paint on her bottom and some decorative strips at the deckline and on the pilot house, the vessel's exterior will remain unpainted.

The techniques worked out for construction of the Sacal Borincano are expected to serve as a test-bed for the construction of much larger aluminum vessels in the future.

With a beam of 44 feet and a depth of 28 feet, the ship is powered by twin 1,500 horsepower diesels. Her construction called for the use of 760,000 pounds of aluminum alloy.



Sacal Borincano, roll on, roll off vessel scheduled to begin operating this month on regular weekly Miami to San Juan, Puerto Rico run for SIU-contracted South Atlantic and Caribbean Line, is world's first large ocean-going commercial vessel with an aluminum hull.