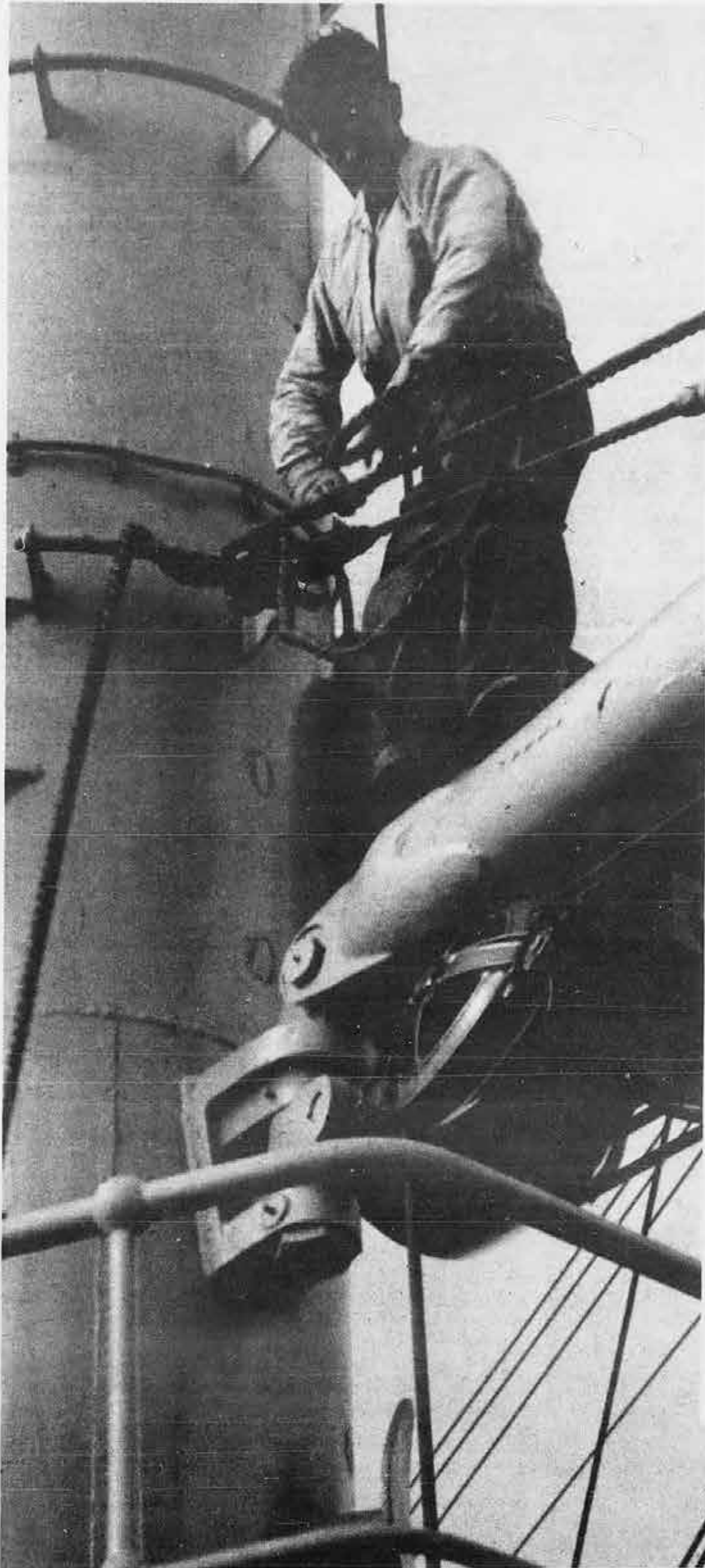


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SEAFARERS LOG

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Candidates' Records, Not Party, To Guide Labor in Coming Elections

WASHINGTON—In determining whether or not it will support candidates for political office in this year's elections, the American labor movement will back both Democrats and Republicans purely on the basis of their support for organized labor's programs and principles. The party label will not mean automatic labor backing.

This traditional non-partisan political position was enunciated very clearly by AFL-CIO President George Meany in a major address here last week to 4,000 delegates to the building trades national legislative conference.

If a two-thirds vote is needed to pass a labor bill in the Senate, where a Dirksen filibuster blocked 14(b) repeal, "we have to go out and get the two-thirds vote," Meany said. "We are going to concentrate on more and better political action. We are not going to spend a lot of time crying over spilt milk."

He called for strengthening of COPE—the AFL-CIO's Committee on Political Education—so that "we can defend ourselves against those who would use the legislative process to hamper or destroy the trade union movement."

This year for the first time, COPE, in issuing voting record information, will carry checklist of the candidates records on legislation of concern to maritime labor.

While most liberals in Congress are Democrats, the party label is also worn by some who are "100 percent against everything we stand for," Meany said. And the Democratic Party as a whole has shown it "can't deliver." He added, "I don't buy the idea . . . that labor needs the Democratic Party. I am sure it is the other way around."

There are some progressive Republicans in the House and Senate, Meany noted, but the party line is still set by "financial interests" and the filibuster against 14(b) repeal was led by the GOP leader, Senator Everett McKinley Dirksen, "the new darling of the conservatives."

"This means," he emphasized, "that we work with COPE, that we don't work with any political party, whether it is Republican, Democratic or anything else."

He warned the delegates that employer organizations are spear-

heading "a vicious propaganda campaign" against the trade union movement.

"The public is being told, from editorial pages, from slanted news, from articles in our slick paper magazines, that American labor is too powerful, that it has too much political power, that it is a bad influence on the economy of the country as a whole. They hold over the heads of the American people the threat of inflation and they tie that to what they call the unrestricted power of unions to exact exorbitant wage demands."

To some "jitterbug" economists, Meany said, "there are but two kinds of money in this country."

In their view, the money that goes into "astronomical profits"

of corporations and "fabulous salaries" of executives is not inflationary; "it is only the money that the fellow in overalls gets in his pay envelope that is inflationary."

The "inflation" scare, Meany noted, is even used as an argument against a substantial increase in the minimum wage because the lowest paid workers would receive increases above the "guidelines."

With indignation, he told the delegates:

"We have tens of thousands of people in this country who are fully employed . . . but also on relief. Put that little fact in your pipe and smoke it. Fully employed—tens of thousands of them—and still on relief in order to feed their families."

SIU West Coast Ship Wins CG Award For Aid At Sea

SAN FRANCISCO—The SIU Pacific District-manned Lurline (Matson Navigation), has been awarded a Certificate of Appreciation by the Coast Guard for the many "search and rescue" and assistance services the Lurline and its crew have rendered recently "in support of maritime safety."

A letter from the Coast Guard Western Area Commander outlines six separate occasions during the 13-month period between September 1964 and October 1965 on which the Lurline went to the assistance of men and ships at sea in answer to distress calls:

- On September 3, 1964 the Lurline rendezvoused with the tug Resolute to provide medical aid to a crewman suffering from acute appendicitis, evacuated the ailing seaman and provided temporary treatment.

- One day later, on September 4, 1964 the Lurline rendezvoused with the CG Cutter Wachusett to remove a seriously ill crewman

and transferred him to Los Angeles for further treatment.

- On November 17, 1964 the Matson ship provided medical aid at sea to a crewman of the yacht Criterion and transferred him to Honolulu for treatment.

- On September 1, 1965 the Lurline met the vessel Baron Minto at sea in response to advice given by radio from the USPHS Hospital in San Francisco that the patient should be seen by a doctor as soon as possible.

- Later in September 1965 the Lurline sped to the assistance of the vessel Eurytan, which had suffered a boiler explosion.

- On October 14, 1965 the SIU-manned vessel diverted to take part in an air-sea search for a U.S. Air Force pilot who had ejected from his disabled fighter aircraft.

Report of International President

by Paul Hall



The use of paid spies and informers to help break unions and to thwart union organizing attempts has been a traditional tactic of big-business and industry.

As recently as three years ago, paid spies, informers and company finks were used against the SIU by the Upper Lakes Shipping Company during the Upper Lakes disputes in Canada.

When these tactics are used by industry against labor, the incidents are almost never reported in the nation's press. Recently however, the press has begun to take notice of such devices because business has begun to use the same tactics against critics of big-business and industry policy who are outside the organized labor movement. The best known and most publicized case in point is the treatment received recently by Ralph Nader, author of the book *Unsafe At Any Speed*, which attacks the ethics and practices of the automobile industry.

Nader's authoritative and well-documented book accuses the American auto industry of knowingly producing unsafe vehicles which result in the deaths of thousands of Americans yearly in a display of callous disregard for the safety of its customers. Examples have been cited in which industry went to great lengths to cover up lawsuits resulting from accidents involving the unsafe vehicles it produces and of repeated attempts to discredit those who sued, complained or threatened to kick up a ruckus.

The response of the auto industry to the furore created by the book and its accusations was not to try to make improvements in the automobiles it produces or to save lives by improving dangerous features of the cars. Instead the nation's largest auto producer, General Motors, embarked on an ambitious campaign to discredit Nader. While refusing to even consider any of Nader's accusations, GM hired private detectives to probe into Nader's personal life in an attempt to discover some sort of incriminating evidence which could be used to discredit him personally and effectively shut him up.

Company-hired private detectives questioned his personal friends and business acquaintances about the most intimate aspects of his professional and private life—including his sex life. Nader even testified that suddenly, on several occasions, he was approached by strange women who tried to entice him up to their apartments under a variety of pretexts. It was inferred that this was merely another attempt by the industry to find a way to discredit him personally.

The infringements of Nader's personal rights by GM finally became so flagrant that GM was called before a Senate subcommittee to explain its actions. GM's President, James M. Roche, promised the committee members "Such errors will not take place again." It is not quite clear however whether he meant that GM would not repeat the error of infringing an American citizen's rights or would not again make the error of getting caught at it.

The nation was shocked by the tactics the auto industry employed against one of its critics, and perhaps the incident has already done some good by finally bringing this facet of American business ethics before the American people in the nation's press. The incident did not surprise anyone in the American labor movement however, because big business has been using the same devices against labor since the very beginning of the labor movement in this country. Employees, especially union members and organizers have been spied upon, slandered and vilified in the business-oriented press all through the labor movement's history.

Labor's complaints about these tactics of intimidation employed by business and industry have traditionally fallen on deaf ears. We can only hope that perhaps at last the public and the government have been shaken sufficiently to do something about these abuses.

Dubinsky Retires as ILGWU Head

David Dubinsky announced his resignation as president of the International Ladies' Garment Workers' Union, the post to which he was first elected in 1932. His retirement from the 447,000-member garment union will become effective Apr. 12, 1966, marking a record of labor leadership that spans youthful exile in Czarist Russia.

While Dubinsky is resigning from his ILGWU office, he will continue his activities in the labor movement including the AFL-CIO, of which he is a vice president. He said he will also stand ready to assist the ILGWU in every possible way and to take limited assignments from its new president.

The retirement announcement came in the form of a letter from the 74-year old labor leader to the ILGWU General Executive Board at its regular semi-annual meeting in New York early this month. The Board elected Secretary-Treasurer Louis Stulberg, an ILGWU member for 50 years to succeed Dubinsky.

Dubinsky was born in Brest-Litovsk, Poland, on Feb. 22, 1892. At 15 he became a master baker

and was elected assistant secretary of the bakers' union. At 16 he was arrested for union activity, imprisoned, sent off to Siberia, managed to escape and make his way back to Russian Poland and to set off for the United States where he landed in New York City on Jan. 2, 1911.

During the first five months in his new homeland he worked as dishwasher, knee-pants operator, buttonhole maker. Then in June, 1911 he joined Cutters' Local 10, ILGWU. By 1918 he was a member of the governing board of the Local union. He had begun his rise up the leadership ladder, becoming in turn, president of the local in 1920, vice president of the ILGWU in 1922, secretary-treasurer of the ILGWU in 1929, president of the ILGWU in 1932, vice president of the American Federation of Labor in 1934 and a founder of the AFL-CIO in 1955.

Governor Egan and SIU-UIW Alaska Conference



During their recent Southeastern Alaska Region convention, delegates and officers of the SIU's Pacific District Industrial Workers' Union were visited by Alaska Gov. William Egan. Seated, left to right, Katharin Miller of Excursion Inlet, Amy Hallingstad of Petersburg, Regional Director Edith Stevens of Wrangell, Naomi Kanosh of Chatham. Standing, Susan Brouillette, Helene Margaret Thomas, Helene Bette Rooney, Wrangell; SIU-UIW Director George Issel, Governor Egan, Assistant Regional Director Charles King, Petersburg; Helen Zuboff, Hawk Inlet; and Alaska Labor Commissioner Gil Johnston.

SIU Tops Bridges, Teamos In Coast NLRB Elections

The Seafarers International Union of North America has scored overwhelming victories over Harry Bridges longshore union in National Labor Relations Board representation elections among West fishermen and Alaska longshore workers. On another front, the SIUNA decisively defeated a combined raiding attempt by the Bridges union and the Teamsters in five Alaska ports.

Here are the details of the SIU election victories announced this week:

The SIUNA-affiliated San Diego Fish and Cannery Workers Union and the Seine and Line Fishermen's Union shut out Harry Bridges International Longshoremen and Warehousemen's Union in each of 11 elections conducted by the NLRB among crews of West Coast fishing boats. More than 100 fishermen are involved.

In individual Board elections, fishermen on the following boats

voted overwhelmingly for the SIU fishermen's unions over the ILWU:

American Enterprise, Mondego, Shamrock, Queen Mary, San Joaquin, MV Cape Beverly, MV Cabrillo, MV Coimbra, Redonda, Seafarer, and Commander.

The SIU Pacific District United Industrial Workers Union retained its representation rights after longshoremen in the Alaskan ports of Petersburg, Valdez, Haines, Homer and Kodiak voted for the SIU union over the Bridges setup by a decisive margin.

The Teamster attempt to raid the SIU in Anchorage, Alaska, was crushed when the SIU-affiliated longshoremen in that city voted 100 per cent to remain in the SIU.

600 Chicago Hot Shoppe Workers Vote for SIU as Bargaining Agent

CHICAGO—The SIUNA-affiliated Transportation Services and Allied Workers-United Industrial Workers Local 300 won a 3-2 National Labor Relations Board election victory here on March 18 at the Marriott Hot Shoppes Inc.

Contract talks will begin pending certification of the election by the NLRB.

Contract negotiations will be based on employee suggestions made at union meetings, which were then circulated to all Marriott Workers prior to the March 18 vote.

Prior to the election, Local 300 had filed unfair labor charges against the management of Hot Shoppes and in late February the Union was prepared to strike the company for bargaining recognition. However, the strike was called off when the company agreed to an election.

Local 300 President, Gregory Grana called the election win "a

sound testimonial that working men and women who need union protection will find the courage to reject the lies, promises and threats of the bosses when given an opportunity to exercise their rights in a labor board election."

Grana said that the Union had prepared contract demands for substantial wage increases and other benefits for Marriott workers.

SIUNA vice-president Dominic Abata pointed out that in recent years several other unions had attempted to organize Marriott Hot Shoppes but were unsuccessful. Abata said that fears of reprisal by management had affected previous union organizing attempts.

Marriott workers prepare pre-cooked meals for several hundred daily airline flights leaving O'Hare International airport here and maintain flight kitchens, motels and other operations in at least 13 cities across the country.

Labor, Management, Public Panelists Agree

Government Agencies Fail To Protect American-Flag Merchant Marine

NEW ORLEANS—Government agencies were charged with being derelict in their responsibility for maintaining a strong American merchant marine by speakers representing maritime labor, management and the public press at Tulane University's Institute on Foreign Transportation and Port Operations here last week.

The charges were levelled by Paul Hall, President of the Seafarers International Union; Captain John W. Clark, President of Delta Steamship Lines and chairman of the Committee of American Steamship Lines, and Mrs. Helen Delich Bentley, Maritime Editor of the Baltimore Sun. The three speakers were the panel members at the Institute's discussion on problems of the American merchant marine. The session wound up a week-long seminar devoted to all aspects of transportation.

Mrs. Bentley, widely respected maritime editor and reporter, scored the government's failure to take progressive steps to aid the United States merchant marine.

Mrs. Bentley recommended a national maritime industry conference to cope with the problems of American shipping. "As a member of the public," she called on management and labor in the shipping industry to be broad enough in their thinking to try to achieve something similar." The Baltimore Sun maritime editor also said that shipping management had been selfish in dealing with the problems affecting all within the industry, and that labor was "fractionalized."

SIU President Hall said that the "Viet Nam war, terrible as it is," has underscored the anti-

quoted condition of the American merchant marine.

The SIU president scored the Interagency Task Force Report for calling for the "decimation of the U. S. merchant fleet." By comparison he said that the report of President Johnson's Maritime Advisory Committee had adequately set forth the needs of the industry.

Touching on the Department of Transportation, which President Johnson has asked Congress to create as a new cabinet department embracing the Maritime Administration and 11 other federal units concerned with transportation, Hall said the proposal does not bode well for maritime. He said that history has demonstrated that the shipping industry has suffered and been discriminated against when it has been lumped with other agencies.

He said the industry's problems could be dealt with more effectively by making the Maritime Administration an independent agency responsible to the President. Otherwise, as has always been the case, Hall said, the industry's interests will be subordinated to the interests of the other agencies involved.

Hall cited the support that the American labor movement is giving to the effort to achieve a stronger, more adequate merchant marine. As an example, he pointed out that the AFL-CIO Committee on Political Educa-

tion will rate candidates for legislative office on the basis of their records on maritime legislation and policies.

Captain Clark called for an acceleration of United States merchant ship construction and an expansion of maritime services. He said that our government should recognize the role of American flag-shipping in handling 98 per cent of the logistical support for the Viet Nam conflict.

The Delta Line official pointed to the stepped-up activity of the Russians in the area of shipbuilding to attain dominance in world shipping and trade, and noted that their ship construction program exceeds that of the United States.

Ray R. Murdock, executive director of the Andrew Furuseth Foundation for Maritime Research, served as moderator of the panel on the Merchant Marine.

The Tulane Institute's panel on the American merchant marine was attended by representatives of the shipping industry, labor and government agencies, in addition to the Institute's students.

At the conclusion of the Institute's five-day program, certificates of completion were awarded to participants by Dr. Clinton Phillips, associate dean of Tulane University's School of Business Administration.

Messages to SIU Express Support Of North Viet Nam Ship Boycott

Messages of approval for the boycott of ships trading with North Viet Nam, plans for which were announced recently by three AFL-CIO maritime unions and endorsed by the AFL-CIO Maritime Trades Department, have been pouring into SIU headquarters from individuals throughout the country.

Letters and telegrams expressing support for the stand taken by the Seafarers International Union, the International Longshoremen's Union and the National Maritime Union outnumber those expressing opposition by a 10 to one ratio.

Boycott plans were announced by SIU President Paul Hall, ILA President Teddy Gleason and NMU President Joseph Curran in a joint telegram to President Johnson last month criticizing the Administration's "pussyfooting" in curbing trade with North Viet Nam by ships of "supposedly friendly countries."

Shortly after, AFL-CIO President George Meany told a news conference that the boycott idea "makes a lot of sense" and expressed himself as in complete sympathy with the unions' approach and "in general agreement with their attitude."

The supporting messages approved the unions' intention to stage protect demonstrations in U. S. ports against vessels of nations permitting trade with the enemy which "puts blood money

in the pockets of shipowners and other profiteers in so-called allied nations."

Excerpts from some of the messages of comment, addressed to SIU President Hall, follow:

From a man in Philadelphia: "... my thanks and commendation on the resolution to boycott..."

A woman in New York wrote: "... enthusiastic support for the maritime unions' move to boycott ships trading with the enemy..."

A Philadelphia housewife: "... in these times of mankind's apathy, something like your boycott action comes along to renew my faith..."

A Wilmington, Del., woman: "... I am writing to tell you how much we admire you for your position... It is appalling that ships of our allies are carrying supplies to those whom our boys and their South Viet Nameese allies are fighting..."

From a couple in El Cajon, Calif.: "This is to praise you for your stand against shipowners who trade with the North Vietnamese. We hope that many of our private citizens would write to encourage

your action in view of the tremendous pressure you are bound to encounter... to make you back down..."

A Washington, D. C., man wrote: "... I think you have shown leadership in the fight for democracy... offer you my hearty support and wish you success in this stand for democracy."

A Pueblo, Colo., mother said: "... This average American endorses your stand wholeheartedly... It is tragic that there are those who refuse to stand behind Americans making such terrific sacrifices for our principles."

From a retired member of the Brotherhood of Railway Clerks in Florida: "... I feel you will have the undying gratitude of millions of Americans... You couldn't be more right..."

From a U. S. citizen living in France: "... You have my respect..."

A Minister in Illinois wrote: "... we are given an example of sacrifice for higher purpose, sacrifice so that others may live sooner in peace and with opportunity for fruitful living..."

Exchanging Views on Seamen's Problems



Officials of the All-Japan Seaman's Union renew discussions of problems affecting seafaring trade unionists with SIU President Paul Hall during visit to Union hall in New York. Left to right, Tsunenori Mori, Vice Director of the Japanese Seaman's Union's Research Department; Yutaka Nabesama, Vice President of the Japanese union; Kanji Shikiba, Vice Director of Education, and Hall, who had met with the Japanese unionists during his recent attendance at Dornal convention.

Three-Year Court Action Settled

AMA Admits Libeling Union Official, Apologizes, Withdraws Phony Record

PITTSBURGH—After three years of litigation, the American Medical Association has finally admitted that a phonograph record circulated by its political action committee, AMPAC, was spurious and libeled Paul Normile, district director of the Pittsburgh Steelworkers' Union of the AFL-CIO.

It is believed to be the nation's first case of libel by phonograph record.

The AMA has apologized, retracted its statements made in a booklet accompanying the record and paid Normile \$25,000 in an out-of-court settlement of a damage suit filed by Normile and the Steelworkers.

Also, all copies of the phony record that could be recovered have been destroyed, the AMA reported.

The disc purported to be a secret recording of a Steelworkers' stewards meeting in Pittsburgh. A tough-talking union leader is supposedly telling the stewards how to extort political action dollars from workers as they enter and leave plant gates.

An accompanying booklet identified the speaker as Normile.

The kit, widely distributed during 1963 at the height of the AMA's unsuccessful campaign against the Medicare plan, was allegedly designed to stir local AMA political committees to action in raising money for election campaign funds from doctors.

When the case came to court, Normile denied that the voice was his or that such a meeting had been held. He produced speech experts to back him up.

The AMA fell back on the defense that it had purchased the recording in good faith, truly believing that they had a bona fide

tape of a Steelworkers meeting. Walter Hughes, an official of the Pennsylvania Medical Political Action Committee (PAMPAC) went on record that he bought the tape for \$20 from "a tall, secretive stranger" in "an ill-lit street" on "a dark night," who when asked his name, said: "Just call me Cousin."

Hughes passed the tape on to Dr. William R. Hunt of McKeesport, Pa., an active leader in the

drive to prevent Congress from passing the Medicare legislation.

Hunt sent the tape to AMPAC headquarters in Chicago, where 5,200 discs were cut. About half of them were in circulation when Normile sued and the AMA subsequently stopped sending out any more of the records.

"The AMA sincerely regrets the error," the physician's lobby said in a recent retraction.

Japan Shipowners Eye Runaways To Beat Taxes, Union Standards

TOKYO—Like many of their American counterparts, Japanese shipowners are seriously considering operating their vessels under runaway "flags of convenience" in order to avoid paying their fair share of their nation's taxes, take advantage of substandard wages and working conditions of runaway-flag crewmen and avoid maintaining the high safety standards required by Japanese seamen's unions.

The three major nations offering "flags of convenience," Panama, Liberia and Honduras, levy a ship registration tax but no corporation or fixed assets tax. This easy tax setup has already led many American shipowners to register their ships under runaway flags to avoid paying U.S. taxes, in addition to the added ad-

vantages of being able to pay substandard wages to unorganized foreign crewmen and skimp on ship safety standards.

Japanese shipowners are reportedly considering the transfer of ownership of Japanese ships to Liberian, Panamanian or Honduran companies and then chartering them back. The Japanese Transportation Ministry however has recently indicated it would discourage the chartering of foreign-flag tonnage to facilitate a continuing vessel replacement program.

In addition, Japanese maritime labor has an agreement with management providing that only Japanese nationals will be employed on Japanese-flag vessels. Runaway-flag operations would reduce job opportunities for Japanese seamen as they have for American seamen.

The Atlantic Coast



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

Baltimore will again be the host for the Union-Industries Show from April 29th to May 4th. The SIUNA will be exhibiting samples of the many products manufactured by SIUNA affiliates at the AFL-CIO sponsored exhibit which will exhibit the craftsmanship of many workers belonging to AFL-CIO unions.

Al Brown has been around the N. Y. hall as he recently got off the Steel Scientist where he shipped as baker. Al has just re-registered and is now ready to ship out again. Old timer E. R. Hauser had to leave the Cuba Victory because of illness. He's hoping to be released from his doctor's care soon so that he can ship out again. Just back from a trip to Viet Nam and ready to go again is Chief Steward Oscar B. Smith. Irwin Music has just been paid off the Yaka and he says he's going to stay on the beach awhile and see the sights of New York City.



Smith

Norfolk

Shipping has been good in the port of Norfolk, and the outlook for the future is the same.

Norman Wroton, Jr., who last served as oiler on the Steel Scientist has already paid off the vessel in order to come home and tend to personal business. He said he had a good voyage and called the ship "a mighty fine one." Herman White, who has been sailing with the SIU for the past ten years, just got back from a short run to Rotterdam and is looking for a good slot in the steward's department. After serving as chief cook on the Eagle Traveler, Lucien Drew says that it was one of the best he's ever worked on and hopes to find another just like it.

Boston

Things slacked off a bit the last week but shipping is expected to pick up. Long range expectations have been in the news in regard to proposed trade with Puerto Rico. The activities of the Massachusetts Port Authority, the New England World Trade Center and Sea-Land were reported last issue in this column under Puerto Rican shipping. Since then the Port Authority has estimated that Boston's trade with the island will equal more than a billion dollars during the next 10 years. Boston is expected to increase its general cargo business at least 25 per cent a year.

John Fancutt, a 20-year man with the Union was on the Seamar. John was sorry to see the Seamar laid up and is waiting to grab a coast hugger.

Puerto Rico

With the island's economy growing at an outstanding rate of ten per cent a year and trade picking up between Puerto Rico and the continental United States, it looks like shipping will continue to improve. Last year alone, Puerto Rico imported over \$1.25 billion from the United States, most of which was shipped by water.

Manuel Salcedo just piled off the San Francisco after a seven months run, and he is expected to come up with FWT-Oiler endorsement very soon. Luis Roman and John Murray, who are presently holding down wiper positions on

the Detroit are also bucking for their FWT-Oiler endorsement.

Philadelphia

Henry Karpowicz has been spending some time around the Union hall here. Hank says he is waiting for a job on the Columbia or the Geneva.

Winford Powell says he wants a ship heading for the West Coast. Oldtimer Powell's last job was on the Spitfire.

After two months on the beach Victoria Domingo is one old timer who's ready and raring to go on a long trip. Brother Domingo sails in the black gang.

Baltimore

During the past period shipping has been fair, and the prospects for the coming period look very good. Laid up in the port of Baltimore are the Losmar, Alamar and the Bangor, with the Losmar expected to crew up some time this week.

In the past two weeks, we paid off three ships, signed on two and had seven in transit.

Jake Levin, who sails in the deck department and whose last ship was the Steel Traveler, is now on the beach and ready to ship out on any long trip. After paying off the Steel Executive some time back, Nicholas P. Tsaousakis is ready to sign on for a Hawaiian run. Brother Tsaousakis has been a member of the Union for 22 years.

Looking for a coastwise run so he can spend more time with his family, Charles Shaw is now on the beach and ready to go. Melvin R. Knickman, who has been sailing with the SIU for the past 16 years, is also on the beach looking around for a coastwise run.

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The Gulf Coast



by Lindsey Williams, Vice-President, Gulf Area

The spirit of St. Patrick's day ruled supreme in the city of New Orleans, when the city's Irish settlement broke into its annual wearing-of-the-green festivities. Beginning with Mass in St. Alphonse Catholic Church, the occasion developed into a 51-unit parade to the SIU Hall for a gala dinner.

The dinner could not have been better served in Dublin itself. Green olives, chilled shamrock fruit cup and Patrick's tossed green salad headed the menu in the SIU Hall. Other courses served included corned beef and boiled cabbage, greens, Irish potatoes, pistolettes (poppy seed buns, dyed throughout), and emerald ice cream.

Houston

Shipping has remained steady in the port of Houston over the past two weeks, and no significant change is expected in the immediate future.

C. N. Hotch of the deck department spent a few weeks working on oil rigs, but is now ready to sail on any Indian or coastwise trip. Tom Ballard who sails in the engine department is on the beach after paying off the Volusia. He'll be ready to ship out again in a few weeks. Steward Francis Burley says that he's looking for a chief cook's slot on any long



Burley

trip, although he might consider a coastwise run.

Mobile

Shipping has been fair in the port of Mobile, with two ships now laid up. They are the Longbeach and the Roswell Victory, both of which will recrew within the next few weeks.

Fred C. Cooper, whose last vessel was the Carroll Victory on a run to Saigon, Japan and the Philippines, is now on the beach spending a little time with his wife and daughter in Mobile.

New Orleans

James Wood, Jr., who sails in the engine department, was just paid off the Ames Victory and is now looking for a run to North Europe. Back from his vacation, Reuben Belletty is looking for a Group 1 slot in the steward's department on a Delta Line ship. Johnny Long is looking for a Puerto Rico trip.



Belletty

SIU Opens New Clinic Facility In Sault Ste. Marie

SAULT STE. MARIE—

The latest addition to the growing system of SIU clinics began servicing SIU members and their families in the Great Lakes area on March 1 at the Sault Polyclinic here.

The facility will provide free diagnostic service to the many SIU Great Lakes District members, SIU Great Lakes Tug & Dredge and SIU Inland Boatmen's Union members in the area as well as to their dependents.

SIU clinic facilities are already available to Seafarers and their families in the Great Lakes ports of Buffalo, Toledo and Duluth.

The system of SIU clinics was begun in 1957 with the opening of the first facility in New York. Other Union clinics are located in Boston, Philadelphia, Baltimore, Norfolk, Jacksonville, Tampa, San Juan, Mobile, New Orleans, Houston, San Francisco and Seattle.

PAYOFF / SAPPHIRE ETTA



On the calm morning of the payoff the Sapphire Etta lays safe in the Port of New York after a rough 16 day trip on the fog-covered ocean.



Seafarer Jim O'Neil, who hails from Watertown, N. Y., pays his dues to SIU Patrolman Peter Loleas after Brother O'Neil had been paid off. Almost all of the Sapphire's crew signed back on the vessel.



Seafarer Abe Handleman, AB, from Baltimore, Md., was one of the men signing back on the Sapphire. Old timer Abe said the recent trip was rough and foggy and he is glad to be heading to his home port.



Seafarer C. A. Roberts signs back on as U.S. Shipping Commissioner Lichtenbaum observes. Roberts said "there's a regular crew aboard."



After the payoff the men had a dinner of roast beef and trimmings. Some old timers got together to spin a few yarns about their travels as Seafarers. Sitting in the mess hall for the after-dinner story-swapping are old timers, R. Garofalo, AB, and Bosun Tom Polino (center), Henry Put, AB (foreground); (left) Joe McGill, (right) A. Amendolia.



Seafarer John T. Cherry, Jr., knocks off the job long enough to go up and get his money and sign back on for the next trip to Bremerhaven.



Chief Cook Beanigno Bautista slices up roast beef in preparation for a good dinner for his fellow crew members to start off the next trip.



Seafarer Stamatios Aristis gets his papers in order as he prepares to collect his pay for the voyage. At right, Union patrolman looks on.



Seafarers Anthony Amendolia and Joseph McGill of Brooklyn, N. Y., are photographed on deck of the Sapphire Etta. Brother McGill, who is holding a line, has seen all kinds of weather at sea, said, "This past trip was a short one but I've never seen the North Atlantic so rough." Brother Amendolia concurred. He hadn't seen a rougher one either.

THE INQUIRING SEAFARER

If you had an opportunity to vacation in one of the many places you have visited during your seafaring career, which one would you choose and why?

George Gibbons: Of all the ports I've visited during my seafaring career, I would pick Japan for a vacation. I like the way the people live and enjoy the exotic atmosphere. Then, too, I enjoy sightseeing very much, and there is a lot to see in that country. On my vacation, I would hire a guide, so he could take me around and show me the shrines and historical places.



Raul Iglesias: I would go to Spain, if I had my choice of the places I've been while shipping out with the SIU. To begin with, they speak my language; and secondly, I would like to explore the Motherland. Of course, I would go to a bullfight, something that I have never seen before except on TV. Then, I would go around the country looking at the cathedrals.



William R. Lacy: The best place I can think of to relax for a vacation is the port of Hong Kong. There are many things to see which are entirely different from those in the United States. And it is an exciting city with many good places to shop. During my vacation in Hong Kong, if I ever had the leisure, I would take plenty of time for shopping. It is probably the best place in the world to buy clothing and materials.



Nicholas Bechlivanis: I would go to Greece on my vacation. I am from the Aegean Islands myself, and know the people to be kind and friendly. Also, the weather is nice, and there are many ways to relax in that country such as fishing, swimming and drinking good wine. When a person goes fishing, there are red snapper and all sorts of fish to catch, all under blue skies and fresh air.



Paul R. Wolf: Without hesitating, I would choose Yokohama, Japan. Although the city is very much like the United States, and getting more and more like that by the day, it still has that oriental charm. On my vacation, I would go around and visit the temples and the other sights of the city. The Japanese are great believers in natural beauty, and for that reason, there is much worth seeing.



Joseph Stodolski: Although I have visited many countries during my career as a Seafarer, and liked nearly all of them, I guess I would select Puerto Rico for a relaxed vacation. I enjoy the weather down there, and such entertainment as horse races, nice beaches, the national lottery and ball games all appeal to me. I wouldn't stay in any classy hotel either. Just living like the rest of the country's citizens would be fine for my vacation.



Lifeboat Class No. 147 Sets Sail



SIU Lifeboat Class No. 147 poses for graduation picture after successfully completing lifeboat training course at the Harry Lundeberg School of Seamanship. Newest group of lifeboat ticket holders are, (front row, l-r): Robert F. Lewis and Rudolph Pace. Second row, l-r: Robert Bruno, John Cancel, Earl Williams and Philip Larkin. Back row, l-r, includes: Bernard Cassada, Maury Lipitz, Gary McDonough and instructor Arni Bjornsson.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

March 12 to March 25, 1966

DECK DEPARTMENT

| Port | TOTAL REGISTERED All Groups | | TOTAL SHIPPED All Groups | | | NOW ON THE BEACH All Groups | |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|--------------------------------|---------|
| | Class A | Class B | Class A | Class B | Class C | Class A | Class B |
| Boston | 3 | 1 | 0 | 0 | 0 | 16 | 2 |
| New York | 49 | 19 | 28 | 12 | 18 | 170 | 56 |
| Philadelphia | 8 | 8 | 6 | 5 | 4 | 33 | 13 |
| Baltimore | 24 | 12 | 20 | 9 | 2 | 86 | 46 |
| Norfolk | 6 | 6 | 12 | 2 | 2 | 21 | 19 |
| Jacksonville | 5 | 7 | 7 | 6 | 1 | 11 | 12 |
| Tampa | 4 | 1 | 0 | 3 | 0 | 14 | 10 |
| Mobile | 24 | 3 | 13 | 8 | 0 | 73 | 17 |
| New Orleans | 39 | 15 | 27 | 12 | 6 | 133 | 68 |
| Houston | 52 | 28 | 35 | 39 | 10 | 145 | 59 |
| Wilmington | 20 | 8 | 17 | 8 | 7 | 28 | 0 |
| San Francisco | 34 | 18 | 37 | 15 | 20 | 69 | 26 |
| Seattle | 12 | 8 | 25 | 11 | 9 | 25 | 12 |
| Totals | 280 | 134 | 227 | 130 | 79 | 824 | 340 |

ENGINE DEPARTMENT

| Port | TOTAL REGISTERED All Groups | | TOTAL SHIPPED All Groups | | | NOW ON THE BEACH All Groups | |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|--------------------------------|---------|
| | Class A | Class B | Class A | Class B | Class C | Class A | Class B |
| Boston | 3 | 2 | 1 | 0 | 0 | 11 | 4 |
| New York | 38 | 18 | 38 | 15 | 20 | 146 | 52 |
| Philadelphia | 10 | 6 | 8 | 5 | 1 | 19 | 13 |
| Baltimore | 14 | 14 | 17 | 7 | 4 | 56 | 42 |
| Norfolk | 7 | 2 | 6 | 5 | 1 | 15 | 14 |
| Jacksonville | 4 | 6 | 5 | 6 | 8 | 8 | 11 |
| Tampa | 1 | 1 | 1 | 0 | 2 | 6 | 4 |
| Mobile | 20 | 10 | 9 | 12 | 2 | 40 | 19 |
| New Orleans | 34 | 20 | 27 | 17 | 5 | 91 | 61 |
| Houston | 33 | 29 | 30 | 25 | 12 | 84 | 79 |
| Wilmington | 12 | 6 | 12 | 8 | 12 | 8 | 0 |
| San Francisco | 27 | 10 | 44 | 15 | 22 | 53 | 17 |
| Seattle | 16 | 9 | 15 | 22 | 13 | 21 | 2 |
| Totals | 219 | 133 | 213 | 137 | 102 | 558 | 318 |

STEWARD DEPARTMENT

| Port | TOTAL REGISTERED All Groups | | TOTAL SHIPPED All Groups | | | NOW ON THE BEACH All Groups | |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|--------------------------------|---------|
| | Class A | Class B | Class A | Class B | Class C | Class A | Class B |
| Boston | 2 | 0 | 0 | 0 | 0 | 4 | 2 |
| New York | 39 | 11 | 21 | 8 | 8 | 136 | 19 |
| Philadelphia | 6 | 5 | 8 | 6 | 1 | 14 | 5 |
| Baltimore | 11 | 9 | 8 | 6 | 1 | 67 | 28 |
| Norfolk | 2 | 5 | 3 | 5 | 1 | 13 | 11 |
| Jacksonville | 1 | 3 | 2 | 4 | 5 | 4 | 6 |
| Tampa | 1 | 0 | 2 | 0 | 0 | 7 | 4 |
| Mobile | 20 | 7 | 9 | 10 | 1 | 58 | 20 |
| New Orleans | 32 | 23 | 14 | 11 | 8 | 133 | 91 |
| Houston | 28 | 15 | 18 | 16 | 10 | 91 | 30 |
| Wilmington | 14 | 5 | 8 | 4 | 6 | 17 | 0 |
| San Francisco | 23 | 3 | 21 | 4 | 28 | 43 | 9 |
| Seattle | 8 | 10 | 15 | 10 | 10 | 17 | 11 |
| Totals | 187 | 96 | 129 | 84 | 79 | 604 | 236 |

Views Red Fleet Growth With Alarm

National Magazine Notes Soviet Bid For Sea Supremacy In Near Future

Russia is rapidly expanding her merchant fleet in a plan to acquire control of the seas in the not-so-distant future, according to Noel Mostert in a recent article in *The Reporter* magazine.

Already, Russia has enlarged her fleet to the point where she expects to carry seventy-five percent of her own trade this year, the article says. In comparison, the share of American trade carried by U.S.-flag vessels, less than 8 percent, looks meagre indeed.

Behind the Soviet's impressive capacity for self service on the seas is a massive shipbuilding program sparked by desire for economic power, Mostert reports. In the past ten years, Russia has not only surpassed the United States in the size of her fleet, but has gained a much younger, more modern and more versatile fleet as well. Moreover, while Russia continues to build and buy ships as rapidly as possible, the U.S. continues to cut back on shipbuilding budgets.

"The Russian merchant fleet's total of seven million tons means that it now exceeds in size the American active fleet. By 1971, with a projected ten million tons to its credit, its superiority over the United States fleet would be two to one," Mostert writes. "The seeming abdication of American resolve and initiative in this field leaves the Soviet fleet without challenge; nobody else has the resources, not to speak of the determination, to match such an ef-

fort."

According to Mostert, Russia is using every conceivable means to accomplish further enlargement of her fleet. With her own shipyards going at full capacity, she has placed large orders in other nations, both Communist and free, and is buying a large number of used ships of all types, often at prices above the going rate.

The reason for this tremendous effort for fleet expansion is not hard to guess; Russia realizes that control of the seas means control of trade and economic power. Says Mostert, "Moscow's self-interest and prestige require at the moment an independence from others for the carriage of its growing external trade, plus intrusion of the Red Flag upon the consciousness of all trading na-

tions, especially the newly emerging ones."

By 1970, "the combined strength of the bloc will be capable of undermining the western hold upon any particular trade simply by undercutting to any price level it wishes," Mostert adds. "As one shipping man explained here, 'The possibilities for economic blackmail are incalculable and do not bear thinking about.' Unless someone does start thinking, the situation may be irretrievable by the time they finally get around to it."

The SIU has been thinking and talking about the threat of the Russian fleet for some time, but apparently the people in Washington who should be concerned have been both deaf to our words and blind to the situation. We will continue to urge them to uncover their eyes before it is too late.



SEND TO: SEAFARERS LOG - 675 FOURTH AVE - BROOKLYN, N.Y. 11232

Liberal Candidates Need All-Out Election Support

Increasingly, danger signals flash that there's blood on the political moon. Only a massive effort by union members and their families in this year's campaign can wipe it off.

The signs come from all directions. Republican leaders are licking their lips in anticipation of major congressional gains. Recently, their confidence spilled over from House contests to the Senate races. In a report to GOP leaders, Victor Johnston of the Republican Senatorial Campaign Committee claimed a possible pick-up of five Senate seats.

He listed these states:

- **Oregon**—where Maurine Neuberger has announced she won't run again. Seeking the Democratic nomination is Representative Bob Duncan who has a solid liberal voting record. Governor Mark Hatfield, a moderate, is a shoo-in for the GOP nomination.

- **Illinois**—where liberal leader Paul Douglas will be challenged by Charles Percy, unsuccessful GOP candidate for governor in 1964. Douglas won in 1960 with 55.5 percent of the vote, a near-marginal result. Percy is viewed as a rugged challenger.

- **Tennessee**—where Ross Bass, one of the few southerners to stick with labor on 14(b) repeal, faces stiff opposition in a primary and, if he gets by that, in the general election, too. Bass won by just 52.1 percent of the votes in 1964 in an election to fill the remainder of Estes Kefauver's term.

- **Montana**—where Lee Metcalf, a winner with only 50.7 percent of the vote six years ago, will be the target of the considerable conservative and right wing forces in the state.

- **New Hampshire**—where Thomas McIntyre became the state's first Democratic senator since the Stone Age with 52.3 percent of the vote in 1962 when a bitter fight split the state GOP following the death of Senator Styles Bridges.

The report to GOP leaders predicted the Republicans could make Senate gains without losing any seats they hold now.

So far, most predictions have been based on speculation. But polls are beginning to show the guessing game is not all puff.

The most recent published political poll, conducted by Louis Harris, reported, "The wide lead the Democrats have been holding for the 1966 elections for the House of Representatives has begun to dwindle substantially. The Republicans, at this point, stand a chance of picking up major congressional gains next November."

The poll showed the Democratic lead among voters plummeted three percent since January to a present 54-46 bulge. Harris sees 60 to 70 of the present Democratic House membership "in the danger area already." Included among these would be the 51 new liberals elected in 1964.

Harris charts the ebb and flow of public support for the parties in congressional voting over the past 16 years this way:

| | DEM. | REP. |
|----------------------|------|------|
| March 1966 (Poll) | 54 % | 46 % |
| January, 1966 (Poll) | 57 | 43 |
| 1964 | 57.5 | 42.5 |
| 1962 | 52 | 48 |
| 1958 | 56 | 44 |
| 1954 | 52.5 | 47.5 |
| 1950 | 50 | 50 |

Harris traces the slump in Democratic support to unease over the war in Vietnam and to the GOP campaign to build a bogey over inflation.

Polls and speculation do not an election make. The March poll and the March guess can be made to look off-base in November. But they can be made to look off-base only with all-out effort between now and November to keep incumbent liberals in office and elect new ones.

LABOR ROUND-UP

A "package" of 13.5 cents an hour was indicated as the 1966 contract pattern for 18,000 wool and worsted industry employees in 75 mills, when the Textile Workers Union of America and the pacesetter Wyandotte Worsted Co. settled on a new three-year agreement. The agreement calls for a general wage increase of 10 cents an hour with a new minimum of \$1.74 an hour and a guaranteed minimum of over \$2 an hour for Weavers in a piecework job classification, figured on a daily basis, and other gains.

A cigar workers council, which coordinated bargaining efforts for five unions, has won contract improvements for more than 2,000 American Tobacco Co. workers in scattered northern and southern plants. Contract advances, called by the unions the best in several years, included wage hikes of 7 to 11 cents this year, 4 cents

next year, with inequity adjustments up to 20 cents an hour; improved Blue Cross-Blue Shield hospitalization coverage, with full premium payments by management in the second contract year; two days' funeral leave and strengthened job protection.

The Machinists, charging five airlines with stalling for five months on negotiations, have notified the National Mediation Board that efforts to settle the dispute have failed. Union negotiators asked the NMB for a "proffer of arbitration." If either side in the dispute refuses arbitration, further action may be taken after a 30-day waiting period required by the Railway Labor Act. The IAM represents 34,000 mechanics and other ground personnel employed by Eastern, National, Northwest, Trans World and United airlines. Members previously voted overwhelmingly to strike.

"I.....Spy!"



Spying has become a way of life within American industry. There was a time when industry confined its spying to its employees and to labor unions engaged in organizing drives. Today however, the nation's biggest corporations spy not only on their employees and on unions, but on each other, on the public, and on the U.S. Government itself. Many corporations even spy on themselves, tapping phones and planting "bugs" in the offices of their own executives to be continually assured of their "loyalty."

In addition to the traditional methods of hiring private detectives or paid informers to obtain useful information, industry is now making increased use of technological advances and is employing a vast variety of delicate and sensitive electronic equipment to extend their spying into the most personal area of men's lives. Nowhere is one safe from these illegal, electronic eavesdroppers—in the office, at home in bed, in a private car or even far out in the country. Industrial espionage has in fact become so vast that a large industrial counter-espionage structure has grown up to seek out and spy on the industrial spies.

This snooping has become so widespread and so intense that it endangers the most basic principles of American freedom. The basic rights of individual privacy are being infringed daily. More and more, industrial spying has been extending over into private sectors of life outside of industry itself. Private citizens expressing criticism of industry practices and ethics have been intimidated by industry-inspired investigations of their private and professional lives and have aired increasing complaints of such out-and-out

illegal practices as phone tapping and the planting of hidden microphones in their homes and offices.

The situation has grown so bad that on some occasions, after failing to discover any incriminating material against a critic, industry has sought to entice him into a compromising situation which could then be held over his head to silence him. Such was the case recently during a campaign by the world's largest corporation, General Motors, to silence a critic of the auto industry.

These are the tactics of a police state and have no place in the democratic tradition of our nation and no place in our future if we are to remain a nation of free men. These are tactics which hold within them the seeds of the midnight knock on the door and the silent nagging fear within all men that their most secret inner thoughts can be used against them. They are abuses which are doubly dangerous because they are used not only to discredit honest, constructive criticism but also create an environment of fear and distrust in which there can be no effective criticism. And without the ability to criticize and change methods and conditions, there can be no freedom.

Before the situation gets too far out of hand, action must be taken to stop these illegal, unethical, police-state tactics which threaten to erode our individual freedom. The American public must be aroused and apprised of the growing threat. Legislation must be passed and enforced to ban forever these totalitarian tactics from the United States. If American industry has come to believe itself above the moral, ethical and legal laws of the land it must be corrected firmly.

Your Right... Your Responsibility

This is an election year. Congressional elections will be held during 1966 in every state of the Union. In addition there will be balloting for both houses of state legislatures and many states will elect Governors.

Although off-year elections do not draw the fanfare and hoopla of national elections, they are every bit as important because the congressmen sent to Washington during the off-year can change the balance between liberal, pro-labor legislators and conservative anti-labor Senators and Representatives. The same holds true for state legislatures and governorships.

The importance to American workers of preserving the liberal, pro-labor majority in Congress in the 1966 elections becomes clear from an examination of the record achieved by these congressmen during the first session of the 89th Congress. The election of 51 new liberals in the 1964 elections broke the log-jam that had blocked necessary progressive legislation for years. They swung the balance of votes which made possible the passage of Medicare, anti-poverty legislation, the Appalachia bill, the voting rights bill, public works legislation, the housing bill and the higher education bill.

Conservative, anti-labor and right-wing extremist forces in the United States have declared all-out war against liberal Senators and Representatives during the up-coming elections. Multi-million dollar war chests are being raised to carry on a program of pressure and propaganda to bring about their defeat and to replace them with conservative, anti-labor congressmen vowed to thwart passage of progressive legislation.

Re-election of the 51 new liberals and the election of additional progressive legislators is labor's number one political goal for 1966. Achieving this end will require the support of every pro-labor vote which can be mustered. Seafarers, and all other trade unionists are urged to register and vote in the 1966 elections. In addition they should do their best to inform their families and friends of the importance of continuing a strong, pro-labor, liberal majority in Congress and urge friends and relatives to register and exercise their right to vote this year.

The table on the right contains complete available information on the election races, registration deadline dates and election dates for the various states. These dates should be noted and each voter should familiarize himself with the candidates for each vital elective office and that candidate's stand on issues vital to labor and the nation.

Seafarers especially, who may be at sea or at a port city away from home and unable to visit their local polling places to cast their ballots on election day, should make certain they obtain their absentee ballots.

Applications for state absentee ballots may be made by writing to the County Clerk, County Auditor, County Election Board or County Recorder in the county and state in which the Seafarer has his voting residence—or to the Secretary of the State in which he maintains his voting residence. Post card applications may be obtained from SIU Halls.



GENERAL ELECTION INFORMATION FOR 1966

| STATE | U. S. CONGRESS | | GOVERNOR | | STATE LEGISLATURES | | | |
|----------------|-----------------|------------------------|----------|------|--------------------|------|-------------|------|
| | Elect a Senator | No. of Representatives | Elect | Term | UPPER HOUSE | | LOWER HOUSE | |
| | | | | | Elect | Term | Elect | Term |
| Alabama | Yes | 8 | Yes | 4 | All | 4 | All | 4 |
| Alaska | Yes | 1 | Yes | 4 | 1/2 | 4 | All | 2 |
| Arizona | No | 3 | Yes | 2 | All | 2 | All | 2 |
| Arkansas | Yes | 4 | Yes | 2 | All | 4 | All | 2 |
| California | No | 38 | Yes | 4 | All | 4 | All | 2 |
| Colorado | Yes | 4 | Yes | 4 | 1/2 | 4 | All | 2 |
| Connecticut | No | 6 | Yes | 4 | All | 2 | All | 2 |
| Delaware | Yes | 1 | No | 4 | 1/2 | 4 | All | 2 |
| Florida | No | 12 | Yes | 4 | All | 4 | All | 2 |
| Georgia | Yes | 10 | Yes | 4 | All | 2 | All | 2 |
| Hawaii | No | 2 | Yes | 4 | * | 4 | All | 2 |
| Idaho | Yes | 2 | Yes | 4 | All | 2 | All | 2 |
| Illinois | Yes | 24 | No | 4 | All | 4 | All | 2 |
| Indiana | No | 11 | No | 4 | * | 4 | All | 2 |
| Iowa | Yes | 7 | Yes | 2 | 1/2 | 4 | All | 2 |
| Kansas | Yes | 5 | Yes | 2 | No | 4 | All | 2 |
| Kentucky | Yes | 7 | No | 4 | No | 4 | No | 2 |
| Louisiana | Yes | 8 | No | 4 | No | 4 | No | 4 |
| Maine | Yes | 2 | Yes | 4 | All | 2 | All | 2 |
| Maryland | No | 8 | Yes | 4 | All | 4 | All | 4 |
| Massachusetts | Yes | 12 | Yes | 4 | All | 2 | All | 2 |
| Michigan | Yes | 19 | Yes | 4 | All | 4 | All | 2 |
| Minnesota | Yes | 8 | Yes | 4 | All | 4 | All | 2 |
| Mississippi | Yes | 5 | No | 4 | No | 4 | No | 4 |
| Missouri | No | 10 | No | 4 | 1/2 | 4 | All | 2 |
| Montana | Yes | 2 | No | 4 | All | 4 | All | 2 |
| Nebraska | Yes | 3 | Yes | 4 | Unicameral All | | | |
| Nevada | No | 1 | Yes | 4 | All | 4 | All | 2 |
| New Hampshire | Yes | 2 | Yes | 2 | All | 2 | All | 2 |
| New Jersey | Yes | 15 | No | 4 | No | 4 | No | 2 |
| New Mexico | Yes | 2 | Yes | 2 | * | 4 | All | 2 |
| New York | No | 41 | Yes | 4 | All | 2 | All | 2 |
| North Carolina | Yes | 11 | No | 4 | All | 2 | All | 2 |
| North Dakota | No | 2 | No | 4 | All | 4 | All | 2 |
| Ohio | No | 24 | Yes | 4 | * | 4 | All | 2 |
| Oklahoma | Yes | 6 | Yes | 4 | 1/2 | 4 | All | 2 |
| Oregon | Yes | 4 | Yes | 4 | 1/2 | 4 | All | 2 |
| Pennsylvania | No | 27 | Yes | 4 | * | 4 | All | 2 |
| Rhode Island | Yes | 2 | Yes | 2 | All | 2 | All | 2 |
| South Carolina | Yes | 6 | Yes | 4 | 1/2 | 4 | All | 2 |
| South Dakota | Yes | 2 | Yes | 2 | All | 2 | All | 2 |
| Tennessee | Yes | 9 | Yes | 4 | All | 2 | All | 2 |
| Texas | Yes | 23 | Yes | 2 | All | 4 | All | 2 |
| Utah | No | 2 | No | 4 | 1/2 | 4 | All | 2 |
| Vermont | No | 1 | Yes | 2 | All | 2 | All | 2 |
| Virginia | Yes | 10 | No | 4 | No | 4 | No | 2 |
| Washington | No | 7 | No | 4 | 1/2 | 4 | All | 2 |
| West Virginia | Yes | 5 | No | 4 | 1/2 | 4 | All | 2 |
| Wisconsin | No | 10 | Yes | 2 | 1/2 | 4 | All | 2 |
| Wyoming | Yes | 1 | Yes | 4 | All | 4 | All | 2 |

| DEADLINE FOR REGISTRATION | | PRIMARY DATE | RUNOFF PRIMARY DATE |
|---|---|--|---------------------|
| PRIMARY | GENERAL ELECTION | | |
| April 22 | Oct. 28 | May 3 | May 31 |
| No registration in state | | Aug. 9 | |
| July 8 | Sep. 26 | Sep. 13 | |
| July 6 | Oct. 19 | July 26 | Aug. 9 |
| April 14 | Sep. 15 | June 7 | |
| Aug. 24 | Oct. 19 | Sep. 13 | |
| June 10 | Oct. 15 | 8th Wednesday after close of Conventions | |
| July 23 | Oct. 15 | Aug. 20 | |
| April 2 | Oct. 8 | May 3 | May 24 |
| July 26 | Sep. 19 | Sep. 14 | Sep. 28 |
| Sep. 1 | Oct. 11 | Oct. 1 | |
| July 30 | Nov. 5 | Aug. 2 | |
| May 16 | Oct. 10 | June 14 | |
| April 4 | Oct. 10 | May 3 | |
| Aug. 27 | Oct. 29 | Sep. 6 | |
| July 12 Wyandotte, Johnson, Shawnee, Sedgewick Cos. July 22 elsewhere | Oct. 18 Wyandotte, Johnson, Shawnee, Sedgewick Cos. Oct. 28 elsewhere | Aug. 2 | |
| Mar. 26 | Sep. 10 | May 24 | |
| July 13 | Oct. 8 | Aug. 13 | Sep. 17 |
| Varies by towns and cities | | June 20 | |
| Aug. 9 | Sep. 20 | Sep. 13 | |
| Aug. 19 | Oct. 7 | Sep. 20 | |
| July 5 | Oct. 10 | Aug. 2 | |
| Aug. 23 | Oct. 18 | Sep. 13 | |
| May 7** | July 8 | June 7 | June 28 |
| Jackson & Clay Cos.—July 6; St. Louis City & Co.—July 9 Other Cities over 10,000—July 5 | Jackson & Clay Cos.—Oct. 12 St. Louis City & Co.—Oct. 15 Other Cities over 10,000—Oct. 10 | Aug. 2 | |
| July 7 | Sep. 29 | Aug. 16 | |
| Cities 7,000 to 40,000—April 30 Douglas & Lancaster Cos.—April 29 | Cities 7,000 to 40,000—Oct. 29 Douglas & Lancaster Cos.—Oct. 28 | May 10 | |
| July 23 | Oct. 1 | Sep. 6 | |
| Towns over 4,500—Sep. 7 Cities—Sep. 3 | Towns over 4,500—Nov. 2 Cities—Oct. 29 | Sep. 13 | |
| April 28 | Sep. 29 | June 7 | |
| April 4 | Oct. 10 | May 3 | |
| Dates set at 1966 State Legislature | | June 21 | |
| May 14 | Oct. 29 | May 28 | June 25 |
| Registration not required | | Sep. 6 | |
| Mar. 23 | Sep. 28 | May 3 | |
| April 22 | Oct. 28 | May 3 | May 24 |
| April 23 | Oct. 8 | May 24 | |
| Mar. 28 | Sep. 19 | May 17 | |
| July 15 | Sep. 9 | Sep. 13 | |
| May 14 | Oct. 8 | June 14 | June 28 |
| May 18 | Oct. 19 | June 7 | |
| July 5 | Oct. 8 | Aug. 4 | |
| Poll tax receipt necessary No registration** | | May 7 | June 4 |
| Aug. 27 | Nov. 2 | Sep. 13 | |
| Sep. 10 | Nov. 5 | Sep. 13 | |
| June 11** | Oct. 8 | July 12 | Aug. 16 |
| Aug. 20 | Oct. 8 | Sep. 20 | |
| April 9 | Oct. 8 | May 10 | |
| Milwaukee—Aug. 24 Others—Aug. 31 | Milwaukee—Oct. 19 Others—Oct. 26 | Sep. 13 | |
| July 29 | Oct. 22 | Aug. 16 | |

* Total membership to be elected in Upper House not yet determined in States of Hawaii, Indiana, New Mexico, Ohio and Pennsylvania.
** Poll tax receipt necessary for Alabama and Mississippi Feb. 1, Texas Jan. 31 and Virginia May 7. A Supreme Court ruling, however, may determine these laws unconstitutional.

AFL-CIO Organizing Director Sees Challenge in Changing Work Force

WASHINGTON—"Vast changes" in American society and the makeup of the workforce pose "new challenges" to the labor movement in the opinion of William L. Kircher, recently named director of organization for the AFL-CIO.

Kircher uses no rose-colored glasses in his analysis of labor's organizing problems, appearing in the March issue of the American Federationist.

He acknowledges the obstacles to union growth, including a contraction of the blue collar workforce and an expansion of employment in fields where unions have been weak. But he is convinced that these obstacles can be overcome, that the labor move-

ment can and will continue to grow.

The claim that workers no longer need or want unions, he declares, is "pure hogwash." Employers obviously don't think so, he points out, because they're spending vast sums to keep unions out.

New Look

Kircher states in the article that his fellow trade unionists should take a new look at the men and

women they are trying to organize, pointing out that they are mostly young, the "baby boom" of postwar years who have reached working age. He also pointed out that, since they have no memory of the depression era or the great labor struggles and triumphs of the late thirties and early forties, some of them are inclined to be disinterested.

The answer, Kircher is convinced, is not to try to give a short course in labor history to the workers you're trying to organize. "Hardly anyone joined unions in the late thirties and early forties just because the Knights of Labor had a difficult time," he points out.

As far as today's young worker is concerned, "before he accepts unionism, he is going to have to recognize it as a helpful method of getting at the things bothering him today."

Changed Economic Conditions

One of the facts unions today must face, Kircher notes, is the changed economic conditions of the typical worker.

"Many, if not most, paychecks are committed before they are received. The worker who is meeting house payments, television payments, car payments, education bills, etc., is in hock so far in advance that he is apprehensive about anything that might rock his personal economic boat. The forces who are not interested in seeing unions grow do a fairly good job of equating unionism with boat-rocking."

Linked to this, Kircher notes, is the propaganda effort of employers to portray unionism as an institution, rather than as a movement of people.

"The greatest thrust of the management resistance campaign," he writes, "is the effort to psychologically separate the worker from the union, to make him think of the union as a third-party entity."

The Great Lakes

by Al Tanner, Vice-President and Fred Farnen, Secretary-Treasurer, Great Lakes

All of the SIU-Gt. Lakes District-contracted companies are now fitting out their vessels with the exception of the passenger ships. Most of the crews have been notified as of this date, and the 1966 sailing season will commence two weeks earlier than last year. The ice situation is much better than it was a year ago and Lake Michigan and Lake Huron have no ice whatsoever. Buffalo is the only Port with ice problems. The ice boom has been removed and this will start some flow of ice down the rivers. There is a great deal of ice at the eastern end of Lake Erie, surrounding Buffalo, and a good deal of this ice is windrowed. If the usually prevalent west and southwest winds come in the next few weeks, there could be a considerable ice problem in Buffalo compared with the rest of the lakes.

On March 21st, 1966, we will be in Washington to attend the U. S. Coast Guard Public Hearings and we will make a full report to the membership as to the outcome of these hearings.

Three representatives from All-Japan Seaman's Union arrived in Detroit, and they are studying all phases of the maritime industry and its operations in the United States. These men will visit the

SIU Halls in Detroit, Toledo, and Chicago.

Shipping in Detroit is very good with many rated jobs going off the open board. Jerry Powell, who sailed with Wyandotte for the last fifteen years, shipped aboard the John J. Boland as Wheelman. Jerry says he is going to take it easy now that he doesn't have to work the tunnel any more. Joe Rollins just got back from Viet Nam and is ready to ship on the Lakes again.

Once again we urge every member who has the necessary seamanship to upgrade himself in both the Deck and Engine Departments. Information on the upgrading program can be obtained at all SIU Gt. Lakes District halls.



Rollins

The Pacific Coast

by Frank Drozak, West Coast Representative



The San Francisco Area COPE held a fund raising dinner at the Fairmont Hotel on March 16. The dinner was attended by delegates, friends and guests of the San Francisco labor council.

Guest speaker of the successful dinner was Senator Frank Moss of Utah who spoke on the social and economic changes necessary to stabilize the government of Viet Nam. He also outlined the problems of the poor and underprivileged in the United States and the support needed to reduce unemployment and pass extended minimum wage legislation.

San Francisco

Shipping continues to be very good in San Francisco and on the west coast. We can still use men in all ratings.

During this period in San Francisco we have paid off the Carrol Victory, Pecos, Our Lady of Peace, Fairport, Wild Ranger and the Hercules Victory. Signing on for the period were the Ocean Evelyn, Pecos, Alice Brown and Brigham Victory. In transit we had the Portmar, Del Alba, Mayflower, Elizabethport and Summit.

In the next two weeks we expect the Express Buffalo, Transerie, Northwestern, Transpacific, Citadel Victory and Overseas Joyce to be in port.

On the beach we had F. Boyne who pulled in, stayed on the beach for one week and decided to go intercoastal.

R. Harnden came in a month ago from the Far East to undergo medical treatment for a week or so. He hopes to be ready to ship out on the Ocean Ulla as Second Pumpman.



Boyne

Seattle

Shipping continues to be excellent in Seattle for all ratings and from all indications it will remain that way for quite awhile.

Most of the ships coming from Viet Nam have one problem in common and that is the mail situation. At the last MTD meeting here, a motion was introduced to contact representative Pelly of the

First District of Washington and Senators Jackson and Magnuson to see if they can help alleviate this situation.

Old timers on the beach included Wally Mason whose last ship was the Summit. Wally says he likes the Alaskan run on the Sealand ships because it puts him home every ten days. He is now waiting for another Sealand run to Alaska as AB.

John Indorf, who was last on the Ocean Evelyn as a baker, is now waiting for the first baker's job to hit the boards.



Mason

Wilmington

During the last period shipping activity has continued to boom and the outlook for the continued good shipping is excellent. As soon as A and B men in all departments register they are shipping immediately.

During this last period we had three payoffs and two signons and a total of ten ships in transit.

Among some of the old timers on the beach is AB Mike O'Hanesin who is taking a short vacation before shipping again. John Dolan just came into town and is planning to take a rest before shipping out again.



Appreciation of a Forgotten Man

This observation on the life of merchant seamen was written and submitted to the SEAFARERS LOG by Rodney F. Allen, a teacher of history in the John Dickinson High School, Wilmington, Delaware. Mr. Allen, an avid reader of the LOG, thought the item—which he ran across while doing research—would be of interest to other LOG readers.

Upon his return in 1835 from a cruise around the globe on a naval mission, Francis Warriner recorded his impressions of the voyage for armchair travellers in the United States. Writing travel accounts was a popular vocation in the new republic, and such volumes found a wide audience.

This voyage was one of the first circumnavigations by an American naval vessel, and thus, merited the unusually large reception which it received from the reading public.

Warriner had served as schoolmaster on the United States Frigate Potomac from the time of its sailing from New York harbor in the Winter of 1831 to its return in 1835. Originally, he had felt a humanistic concern for the hardships suffered by the merchant seaman and the sailors in the Navy. But through close and long association with the men on the Potomac, this feeling deyel-

oped into a deep respect and appreciation for their arduous life.

Many lives had been lost during the voyage, and the sailors suffered from maladies which were unknown to the readers of Warriner's book. The popular image of the seafaring man did not elicit the respect which he deserved. The public in general overlooked his dilemmas and relegated the sailor to a low social station, while failing to see his importance in the nation's growing affluence. Thus, as Warriner wrote with his poetic flair, he was prompted to extoll the importance of both seaman and sailor:

Seamen are an unfortunate and neglected class of our fellow men. They have been too long considered and treated as outcasts from reputable society. The wisest politicians have said, and have said probably with truth, that both England and America owe the continuance of their national existence to their seamen. Without them, commerce could not survive, communication of every kind and on almost every subject, between distant nations, would be cut off, and the most invaluable information that we receive concerning different parts of the globe and the richest luxuries that we enjoy would be entirely lost. Nations so much benefitted should therefore be aroused to the long arrears of obligation which are due seamen. Their life is a hard and short one.

An Early 19th Century View of the American Seafaring Man

have seen seamen from the age of twenty to twenty-five, look as old as men of thirty-five to forty, who follow different occupations, Pestilence and disease are sweeping off multitudes, and they die in a foreign land, neglected and unhonored. Added to this, the tempest is continually sounding their funeral requiem. Many are yearly engulfed amid the surges of the ocean, with no eye to witness their struggles, the waves alone their windingsheet, and their death prayer given to the winds.

O think on the mariner toss'd on the billow,
As far from the home of his childhood and youth;
No mother to watch o'er his sleep-broken pillow,
No father to counsel, no sister to soothe.

For a nation idolizing its pioneers, politicians, and Indian fighters, it seems strange that the deeds of the merchant seamen and the sailor have been glossed over or forgotten. Warriner saw our failure in 1835, long before Jack London's Sea Wolf brought the public's attention to the sailor's plight in the late nineteenth century. Today, the historian discusses the role of trade and foreign commerce in American history, but rarely does he delineate the importance of the seafaring men whose labor made this saga of our national growth possible.

SIU Vessel Outflanks Viet Cong To Escape Saigon River Ambush

(Editor's note: The following article is an eye-witness report made by Seafarer Alexander J. Leiter of an experience he had in Viet Nam waters recently. Brother Leiter recounts his tale in a well-written account of an incident that points out the dangers and difficulties SIU members are encountering in that war-torn section of the world. Brother Leiter sailed aboard the Steel Architect as an AB.)

The last day and the last few hours spent in Viet Nam nearly had the Steel Architect and possibly some of the crew as victims of Viet Cong guns. Our adventure started when we left Saigon on March 3, after a stay of 33 days.

As we headed down the river in the calm of a beautiful Viet afternoon our radio started to humm "alert, alert, a vessel is under attack at Point de l'East, all ships in the Saigon area hold their position."

At the first mention of the attack our Captain, J. Kausrud, called below for the two Seafarers on watch to report to the bridge. At that time we were 12 miles south of Saigon (2 miles below Nha Be) on the Saigon River.

The Captain was standing on the starboard wing of the bridge deck. Pointing ahead to a column of black smoke, he said, "a tanker has just been hit by the Viet Cong." He calmly gave orders to instruct all crew members to keep off the decks, away from port holes, and out of open doorways; he added, that, if the V.C. were covering our position on the river, he didn't want any crew members' lives in danger.

Captain Kausrud slackened the vessel's speed and was attempting to determine the extent of the V.C. attack when a U.S. Army L-5 observation plane came out of the sky. From a height level with the main deck, the pilot made several passes across our bow, indicating for us to stop. The pilot flew the L-5 with great skill, in his obvious determination and concern for the safety of our vessel, and to prevent our progress any further down river that would have put the Steel Architect into the line of fire. Those of us who witnessed the way in which this pilot maneuvered his aircraft felt proud of his skill and dedication to duty.

Regardless of the fact that we had been hearing bombs and shellings almost every day and night for over a month, we were now aware of the tremendous earth-shaking bombardment, accompanied by the dull staccato of machine-gun fire put down by our Choppers' and dive bombers. Our planes were over the Viet Cong area (3 miles ahead of us) in a matter of minutes. Those little helicopters were right in there flying back and forth at low alti-



tude strafing the jungle. During all of this, Captain Kausrud removed the responsibility of piloting from the Vietnamese River-Pilot and turned the vessel around against a strong flooding tide in the very narrow limits of the river, (like making a U-turn with a tractor-trailer in an alley.)

Full Ahead! Full Astern! Full Ahead! and away this old C-3 took off, shivering and shaking like you know what, back to Nha Be anchorage where we dropped the hook in safety.

The Captain heard that some of the crew felt a certain amount of anxiety and concern while making the turn in the river. He commented that there were times in his career when he would have appreciated that much room to maneuver in. Nevertheless, for a while, we felt like a sitting-duck in a shooting gallery and everyone knows what a duck sitting around in a shooting gallery feels like.

We proceeded down river after the Military Sea Transport Service in Saigon reported that the river was clear. The brush at Point de l'East was on fire from our bombs. We could see the Vietnamese troops, who had just landed from assault craft, sweeping the area and firing their weapons into the dense mangrove swamps that have been aptly named by the Vietnamese as "Rung Sat" (killer jungle.)

As we went down the river in relative safety we learned that the ship under attack was the Paloma. When the ship came under the VC guns the crew abandoned the vessel and four of them were wounded. Vietnamese Navy minesweepers and assault craft came to their rescue under machine-gun fire that ripped out from the undergrowth along the river's bank.

The Paloma was the second attack on shipping going to Saigon within four days. On February 27, the Panamanian freighter Lorinda carrying general cargo was raked for an hour by VC fire with armor-piercing 57-mm shells and machine gun fire. Six men were wounded in that encounter.

Although, at the time, the situation on the Saigon River was ticklish and some of us were wondering which way to run when the shooting started, now 15 days later, the incident is almost forgotten. However, it is at times like this when a merchant seaman becomes aware of the role he plays in supporting our country during times of national crisis.

Viet Run Delays Seafarer's Xmas

Although most Seafarers would rather be home on Christmas and be with their families, it's not always possible. Ships must sail even during periods when most people are enjoying holidays, especially now that the supply runs must be made to Viet Nam.

But Christmas can be celebrated on days other than the 25th of December, and that's how Seafarer Henry Thomas Harris worked things out.

Brother Harris arranged with his family to hold his Christmas presents until he got back in the United States and then they could all open their presents together and have a real Christmas.

The 23-year-old Seafarer got off his ship in San Francisco last week and arrived in Mobile after a long cross country journey.

"We are so happy he could get home," Mrs. Harris said. I've never been more happier, especially with things the way they are in Viet Nam."

Clam Chowder Coming Up



Stirring a tasty portion of clam chowder on the Steel King is Cook-Baker, Robert Lipscomb. Also on the menu for the lucky Seafarers on the Steel King was plenty of roast beef, tuna fish salad and dessert.

Chief Steward Cited By Fellow Shipmates

Dear Editor:

When any man does a good job and has satisfied his shipmates that he has done the very best he could do then he rates a well done in his department.

When a shipmate does his duties well plus contributing a generous portion of his own free time to the aid and comfort of his fellow members, he rates the highest praise that is possible to offer.

We, the crew of the Express Baltimore have such a man, Chief Steward Eugene Ray.

Brother Ray, we give you our profound thanks for a tough job very well done.

Fraternally yours,
John O'Rourke
Ship's Delegate

Letter also signed by 20 other shipmates of Brother Ray.

Brother Grateful For Union Benefits

To The Editor:

Just a few words to try and express my heartfelt thanks and appreciation to the Seafarers Union of North America which has helped me many times. I have been on disability for the last three years and have been under the care of a doctor for that time. I had two heart attacks in the last year and spent a great deal of time in the hospital and if it were not for the union I don't know how I would have received this aid.

Because of the SIU I don't have to worry about doctor or hospital bills plus the union made it possible for me to get a new hearing aid. I just can't say thanks enough for all the wonderful things the union has done for me. Trouble and sickness makes no appointments when they hit us and many times they are with us when we least expect them.

I am an old timer with this union, book number 08. I went to sea a long time before we had a union and I really know what the union has done for the seafaring man. It is a privilege to be a member of such a wonderful union. I am grateful for the retirement plan, my pension checks are always on time, and I think that the other benefits of the union enable a Seafarer to live free from financial worry.

Once again, many thanks.
Fraternally yours,
Matheas J. (Dutche) Oswald

LETTERS To The Editor

LOG Feature Recalls Struggles of Seamen

To The Editor:

I would like to thank the LOG for presenting the fine story about the seaman's life one hundred years ago. I think it points out more than anything else the long and hard struggle that we as Seafarers have had over the many years.

I think that Richard Dana was a good reporter of the conditions that seamen had to go through in the old days. His book, "Two Years Before the Mast," gives a vivid picture of sailing conditions before the rise of the unions. Being a seaman in those days was almost like selling yourself into slavery.

I think that if it were not for the strong union movement in this country, and especially the SIU, the American seaman would be no better off than his seaman brothers who are forced to endure inferior conditions on foreign flag vessels.

Again, thank you for the fine article and keep stories like this coming in the LOG.

Fraternally Yours,
Robert Johns



Biology (Marine, That Is) Fascinates SIU Crewmen on Antarctic Expedition

Strange and unusual fish specimens, penguins, three girls aboard ship and days that were almost as black as night were the highlights of the voyage that Seafarer Richard Hepburn recalls with the most affection.

Hepburn, who sails in the deck department, was then in the "land of the midnight sun," where there is nearly no difference between day and night.

Brother Hepburn recounted his experience while in the New York hall recently to pick up his vacation check and register. His last ship was the Oceanic Wave.

Hepburn's "land of the midnight sun stint" occurred during a voyage he made aboard the SIU-MSTU manned El Tannin.

On the SIU-MSTU contracted El Tannin, he was working in the Antarctic ocean on a scientific expedition with a group of scientists and marine biologists.

"Although the rigors of the 30 below zero weather often tired a man out," he explained, "especially when he was working in the deck department, sleep would eventually get to you. It would get to you so badly that you no longer wanted to sleep any longer. Two months in the Antarctic circle is, after all, a long time."

Brother Hepburn said that he and some of the other SIU crew men often passed away those long, dark hours by talking with the scientists. The Seafarers would examine the fossils brought up from the bottom, the fish specimens and the underwater pictures taken in the depths of the ocean.

"And by and large," Hepburn said, "we found the scientists to be just plain nice people, who would take time out from their work to explain the significance of their discoveries."

"I remember one particularly," he recalled, "an elderly lady, whom we all respected. If any of us went to her with a question concerning the oceanographic findings, she'd stop what she was doing then to talk with us—even if it took thirty minutes or an hour."

Interesting People

And the other two females aboard ship also proved to be interesting personalities to Brother Hepburn. One, he said, was married to an ornithologist, a professional student of birds. She had four children (not aboard the ship, though), and her husband was away in the American southeast,

studying some form of animal life.

What impressed Hepburn most of all was the fact that these scientific minds proved on all occasions to be friendly human beings, far from the typical idea people have of intellectuals and professors.

"When we hit our port in Chile or Auckland, New Zealand," said Hepburn, "those Phd's would hit the nightspots right along with us. Of course, every Seafarer went out of his way to get a date with that third female, who was not only single but goodlooking and very attractive. I'm sorry to say, though, that none of us had any luck at all."

And speaking of New Zealand, Hepburn remarks that he likes the place so much that he wouldn't mind settling down there at all. He finds the country to be very much like America and populated by friendly people.

Then, too, there was another consideration:

Brother Hepburn is an admirer of pretty women and surfing and claims that New Zealand ranks with the best in those two categories. "Beautiful breakers on beautiful beaches with beautiful women," he said, "and there are real decent places to stay at reasonable prices. I spent three or four months down there last year and wouldn't

really care if I got stuck down there for life. People treat you real nice."

Further commenting on the interesting trip in the Antarctic, he recalled the time that a group of scientists embarked in a dingy in the icy water to shoot a bull seal for their collection.

"They didn't get him," he said, "and I found it kind of funny. The tremendous seal kept carefully out of range in the rolling sea, and the men weren't very good shots in the bargain."

But all was not so funny on the voyage. Like most all trips on a ship, there was a touch of misfortune. Even though the crew was required to wear steel-tipped safety boots, a member of the deck department had a jackstaff run through the toe of his boot.

Although he stayed out for four more weeks in the sick bay, when they got back to Chile, it turned out that several of his toes couldn't be saved and had to be amputated.

In their spare time, when they weren't bombarding the scientists with their curiosity, the Seafarers would gather around to discuss the books they'd read and their favorite authors.

The ship returned with fossils and fish and even penguins preserved in formaldehyde, all destined for the zoological museum in Auckland, New Zealand.



Hepburn

Time Out For A Smoke



Enjoying a little leisure and a smoke before signing foreign articles on the Robin Goodfellow are (l to r) Seafarers Serapio Cruz and L. Brown. The picture was taken when Goodfellow was in New York preparing for a recent trip. Both Cruz and Brown said they were looking forward to the trip and were quite anxious to get to sea again.

SIU ARRIVALS

Joseph M. Endres, born December 9, 1965, to the Michael M. Endres, Baltimore, Md.

Loretta Harris, born November 26, 1965, to the Joe Harris, Norfolk, Va.

Albert Gregory Hendricks, born August 24, 1965, to the Albert Hendricks, Mobile, Ala.

Tammy Fourroux, born January 31, 1966, to the Harry O. Fourroux, New Orleans, La.

Harold Hubert Hess, born January 18, 1966, to the Harold Hess, Tacoma, Wash.

Mary Ann Salvadore, born October 27, 1965, to the James Salvadore, Brooklyn, N.Y.

Wanda Lissette Ortiz, born January 11, 1966, to the Oliver Ortiz, Mayaguez, P.R.

Marie Elena Gonzales, born February 7, 1966, to the Gilbert R. Gonzales, Galveston, Texas.

Rachel Renee Vidrine, born January 19, 1966, to the John E. Vidrine, Opelousas, La.

Allen Smith, born November 17, 1965, to the Donald Smiths, Waynesville, N.C.

Kimberly Balog, born November 20, 1965, to the Robert Balogs, Holden, Utah.

Luis Ernesto Perez, born February 2, 1966, to the Luis Perez, Postello De Juana Diaz, P.R.

Angel Cordero, born October 4, 1965, to the Felix Corderos, Philadelphia, Pa.

Michael Joseph Sarver, born December 9, 1965, to the Henry M. Sarvers, New Orleans, La.

Wendy Sarnicola, born January 7, 1966, to the Joseph Sarnicola, Brooklyn, N.Y.

Shasta Seal, born December 31, 1965, to the Jimmy B. Seals, Amite, La.

James Patterson, born January 19, 1966, to the J. J. Pattersons, Brook Park, Ohio.

Randall Nyberg, born July 1, 1965, to the James Nybergs, Superior, Wis.

PERSONALS

Vincent Captiano

Please contact Salvatore Castaldo at 31 West 54, Street, Bayonne, New Jersey.

Dale Parks

Your wife should like to get in contact with you. She is now living at 2021 Amelia Street, Baytown, Texas.

Thomas L. Walker, Jr.

Please contact Mrs. Ione M. Andrews at 504 Athania Parkway, Metairie, Louisiana.

Jack Melton

Please contact Mrs. Pete Moeno Sr., at 3924-Broadway, Galveston, Texas.

Dick Shoemaker

Your friends, Eddie Burke and Louie King, would like you to contact them care of the M.V. Coastal Nomad, Alaska SS Co., Pier 42-Seattle, Washington.

Salvatore Dimaggio

We are holding your telephone bill at SIU headquarters in New York.

John F. Kent

Please contact your mother at 1 North Ave., Norwalk, Connecticut as soon as you can.

Antonio Zelaya

Please contact the Travelers Aid Society of New York at 204 East 39th St., New York, N. Y.

Barry J. Connelly

Contact the Boston Legal Aid Society at 14 Somerset St., Boston, Massachusetts as soon as you can.

Richard A. Quinn

Please contact your Mother at 188 Columbus Avenue, Buffalo, New York.

William Vander Vlist

Contact your mother as soon as you can. Her address is 33 Caroline Place N. E., Grand Rapids 3, Michigan.

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

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

NAME

STREET ADDRESS

CITY STATE ZIP

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

ADDRESS

CITY STATE ZIP

Money Due

Headquarters is holding checks for the following Seafarers:

- Hercules Victory, disputed overtime—Edward Jensen, Robert Smith.
- Natalie—one day's wages—James N. Boone, Spiros D. Cassimis, Jose Ortiguerra, Frank G. Valerie.
- Penn Carrier—disputed overtime—Earl Beamer, Walter Smith.
- Transwestern—disputed overtime—Calvin Smith, Fred Nichols, Ramon Bracamonte, Daniel McLaren, Glenn Calhoun, Clyde Greeson.
- Valiant Hope—transportation—Thomas E. Hanson, Donald Kershaw.
- Niagara—disputed overtime—Richard Heckman, Francis M. Greenwell.
- Niagara—lodging—William Knapp, Warren Weiss.
- Seatrain New York—disputed lodging allowance—James Gleason, Fred Paterson, Earl Resmondo.
- Kent—lodging—Clyde D. Berry, Joseph L. Chapeau, Cyril Gauthier, Aldo T. Hasseln and Raymond T. Holland.
- Sea Pioneer—lodging—Joseph Preshong, Verdon Nash, Edward Killigrew, Walter Kristiasen, George McKenna, Earl Chick, Ernest Newhall, Gene Berger, Constantino Ruggiero, Leonardo Ruggiero, John D. Pennell, Aubrey Lewis.

From the Ships at Sea

It looks like overtime is in store for the deck department of the *Del Mundo* (Delta Line). The galley needs to be painted and all hands are busy getting the vessel in shape. Engine delegate **A. L. Edwards** reports that there are no beefs and that anyone who wants overtime can have plenty of work. The steward's department has a new delegate in **W. K. Sutherland** who reports that there are no beefs in his department. When ship's delegate **Benjamin C. Bengert** resigned to let another Seafarer get a crack at the job, **Dominick Di Maio** was unanimously elected. The new ship's treasurer **Michael Toth** found he had been left \$27.39 by retiring treasurer **Joe Powers**. All-and-all it's a busy ship.



Di Maio

Engine delegate **Roberto Gonzales**, on the *Venore* (Venore Trans) writes that the crew showed true seafaring brotherhood and respect when the deck engineer's father passed a way. The brothers sent flowers at once with their message of sympathy as soon as they heard the bad news. Steward's delegate, **Robert H. Tyndall**, reports that the mess is going to be kept open at sea and locked in port from now on. Talking about the ship in general, ship's delegate, **Robert A. Clarke** says, "no beefs."



Tyndall

Another SIU ship that has been getting more overtime in the engine room is the *Express Virginia* (Marine Carriers) headed for Saigon reports engine delegate, **Robert L. Mays**. **Roy Corns** was elected by acclamation reports meeting secretary **Gregory F. Gannon**. **George Van Ettea**, chief steward, was elected ship's treasurer. Seafarers aboard the vessel are looking forward to viewing their recently acquired TV. There are no beefs so far on this active ship. The bosun requested that all of the crew practice safety first by staying out of the way while topping gear on deck. The crew was also requested to keep the deck clear of all coffee cups and gear.



Gadson

Steel King pantryman **Robert Mateo** finds T.V. a welcome break after a long day in the galley. Mateo looks forward to coming to New York because of the fine T.V. reception there and finds watching T.V. in foreign countries to be very useful in improving the use of a foreign language. He enjoys watching programs with foreign subtitles.

Callard, joined in with a request to keep the ship running SIU style. One thing that the men are happy about is that they are receiving their mail during the long haul from Cape Town, Durban, to Lourenco Maques and then back to Cape Town, South Africa, before returning to the port of New York, reports **Luther Gadson**.

Joseph A. McDougall on the *Western Comet* (Western Tankers) headed for Okinawa, reports that when the ship's delegate resigned, deck delegate, **Harry K. Kaufman**, was elected unanimously. Mess hall chairs are going to be repaired and the members have been asked to make sure the washing machine switch is turned off after they are finished with their laundry. One of the things the Brothers are hoping will be settled is their request that port time will apply at both ends; or, any port the ship puts in to. This is because the containerships (unlike tankers) have only limited time in port.



McDougall

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Mays

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Brother Backs Bangtails World Over But He's Still Tearing Up Tickets

"The British have built race tracks the world over but by-all-means the best tracks in the world are here in the United States," says Seafarer **Anthony Notturmo**. He was talking about his horse wagering days in general and his last voyage to India on the *Steel Fabricator* in particular.

"Betting is a little different in India. There the bettor tries to hit a treble. This is when he picks the winners of three races, rather than the winners of two or four races like the Jaily double or twin doubles here in the U. S.," said Notturmo.

The 42-year-old Philadelphian, who has been sailing with the SIU since 1949, went on to say that he hit a treble his last trip. "I have all the luck. I hit on what was probably the lowest paying treble ever seen in Indian



Notturmo

Racing At the official rate of exchange I got between five and ten dollars for picking three winners. It was hardly worth going to the bookie to pick up the money" Most betting in India is done with bookies despite the fact that they now have mutual windows like American tracks.

Off to Mecca

Immediately after the *Steel Fabricator's* payoff Brother Notturmo, as a good horseplayer should, took all his money and went directly to the Mecca of the New York Horse set, Roosevelt and Adqueduct, and as the result is now looking for another ship. "I didn't make out so good. Part of it is the type of horse they run in the snow and ice. I feel that the best horses are kept under wraps for the spring. I couldn't handicap those dogs right." But with a horseplayer's eternal optimism he went on to say, "when the weather breaks the better horse will be out. So will I."

Brother Notturmo describes himself as "just a regular horse player" but the many interesting tales he can tell about foreign tracks prove that this just isn't so. The able-bodied seamen, who describes his deck department job as "just right for a fellow with my interests," has visited tracks in Calcutta, and Bombay, India, Durban, South Africa, Hong Kong and over the United States.

Speaking of the differences that he has noticed since his first trip to an Indian track in 1953 he said, "one thing I noticed at once is that horses in India run clockwise as against our's where they run counterclockwise." In 1953 horses were started from behind a strand of tape. But there are no more standing starts and "they now have starting gates just like here."

Racing Fans the Same

Fans are the same all over the world, says Notturmo. "Despite their English background the Indians get excited just like everyone else. All those Sir Thomas Liptons go crazy when there's a buck involved at one of their big faces like the Indian Derby."

One of Notturmo's problems is trying to read the foreign tout sheets to get the facts upon which he makes his bets. The Indian bettor uses a little book rather than the fact sheets of American Racing. They're so hard to read that Notturmo claims that "you'd have

to be a genius to figure out how to turn the pages."

Seafarer Notturmo has good things to say about South African Racing. "It's a real nice place and it use to be one of the favorite runs of the Brothers at the Union Hall. I haven't been there recently, but I can tell you that they love racing there. One of the reasons is that they don't have it regularly like we do. When there's a race it's a big event and is held on a Saturday, Sunday or a Fair day and it's attended by huge enthusiastic crowds that have lots of fun."

"Enthusiasm in general is very big for racing abroad. They all have clubhouses and grand stands now. . . . I think it has all been copied off of our tracks. Crowd control is a big problem all over."

"Speaking about the riot at Roosevelt Raceway a couple of years ago, he said, "I wasn't on the beach at the time but I've seen some tense moments when angry murmurs ran through a crowd when the results went up on a photo finish. It always looks like your horse won when you've bet \$300 or 400 dollars on him."

"I don't like crowds, Notturmo said. That's why I stay away from most of the big races like the Triple Crown. During the week, except for Monday and Friday, is the best time to go. Yonkers Raceway has been getting a big crowd lately, perhaps because of the mild weather here."

Fair Weather Tracks

Speaking of good weather, An-

thony says he likes the West Coast tracks the best. "I've been down to Florida and the tracks there are just what you'd expect—real good looking and nice, but I like the West Coast tracks—Hollywood Park is very fine. What I like best about Hollywood Park is that you can lose your money without getting your shoes dirty." Another thing about Florida is that "dogs don't show me much. I've seen greyhound racing a few times but for me there's nothing like the horses."

As a gambling man Anthony has his ups-and-downs. His favorite story is about one of his biggest bets on the mile-and-one half Belmont Stake's duel between Gallent Lad and Bold Man which took place in the mid-50s. He put everything he could get his hands on Bold Man. "Right after the race I was looking for a ship," he said.

Brother Anthony tells fellow horseplayers that he likes the Liberty Bell in his native Philadelphia and Jefferson Downs in New Orleans. Talking about New Orleans tracks he says, "I don't care for the Fair Grounds. I think they just keep it around for historical reasons and to run on during the Mardi Gras; but Jefferson Downs, for night flats, is O.K. You really find a better quality crowd there. Maybe it's my favorite place because I've done fairly well there. Some days you might win \$700 or \$800 dollars but you're lucky to break even at the end of the meet."

FINAL DEPARTURES

John O. Morrison, 62: Brother Morrison had 32 years of sea time when he retired in 1961. He joined the Union in 1938 in Jacksonville, Florida. He died of diabetes at the Hillsborough County Hospital. He sailed in the engine room as an oiler. He is survived by his wife Annie Mae of Tampa, and by his brother, W. R. Morrison, of Miami. Brother Morrison was buried in Tampa's Myrtle Hill Memorial Park.



George H. Seeberger, 67: Brother Seeberger died in Philadelphia where he was retired since 1965. He joined the Union in 1941 in Mobile, Alabama. He was born in Philadelphia where he is survived by his wife Grace. The veteran of World War I sailed with the steward department as chief steward. He had over 30 years at sea. Brother Seeberger died of heart failure in December, 1965. He was buried in the Holy Sepulcher Crematory.



Charles M. Silcox, 50: Brother Silcox died in Houston, Texas in January of this year. He became ill while on the *Globe Explorer* and was hospitalized at the port of Hafia, Israel, in December. He joined the Union in 1945 in Jacksonville, Florida. He is survived by his wife, Billie, and his brother, Ray D. Silcox, both of Starke, Florida. Brother Silcox sailed in the deck department.



Alfred Leroy Jerauld, 54: Brother Jerauld died of tuberculosis in Boston in January. He joined the Union in New York in 1952. He shipped with the engine department as a fireman-water tender. He is survived by his mother, Mrs. Flora Jerauld, who lives in Boston, Mass., Jerauld's place of birth.



T.V. Aids in Breaking Language Barrier



Steel King pantryman Robert Mateo finds T.V. a welcome break after a long day in the galley. Mateo looks forward to coming to New York because of the fine T.V. reception there and finds watching T.V. in foreign countries to be very useful in improving the use of a foreign language. He enjoys watching programs with foreign subtitles.

UNFAIR TO LABOR DO NOT BUY

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

'Lee' brand tires (United Rubber, Cork, Linoleum & Plastic Workers)

H. I. Siegel 'HIS' brand men's clothes (Amalgamated Clothing Workers)

Sears, Roebuck Company Retail stores & products (Retail Clerks)

Stitzel-Weller Distilleries 'Old Fitzgerald,' 'Old Elk' 'Cabin Still,' W. L. Weller Bourbon whiskeys (Distillery Workers)

J. R. Simplot Potato Co. Frozen potato products (Grain Millers)

Kingsport Press 'World Book,' 'Childcraft' (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)

Jamestown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)

Empire State Bedding Co. 'Sealy Mattresses' (Textile Workers)

White Furniture Co. (United Furniture Workers of America)

Genesco Shoe Mfg. Co. Work Shoes

Sentry, Cedar Chest, Statler Men's Shoes

Jarman, Johnson & Murphy, Crestworth, W. L. Douglas, Flagg Brothers, Kingston, Davidson. (Boot and Shoe Workers' Union)

Tyson's Poultry, Inc. Rock Cornish Tyson's Pride Manor House-Safeway Wishbone-Kroger Cornish Game-Armour and A & P's Super-Right Cornish Game Hen (Food Handlers Local 425 of the Amalgamated Meat Cutters & Butcher Workmen of N. America)

KNOW YOUR RIGHTS

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship...

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member...

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same...

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

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

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution...

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives...

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records...

Schedule of Membership Meetings

- SIU-AGLIWD Meetings: New York, N. Y. Apr. 4-2:30 p.m.; Philadelphia Apr. 5-2:30 p.m.; Baltimore Apr. 6-2:30 p.m.; Detroit Apr. 8-2:30 p.m.; Houston Apr. 11-2:30 p.m.; New Orleans Apr. 12-2:30 p.m.; Mobile Apr. 13-2:30 p.m.; Wilmington Apr. 18-2 p.m.; San Francisco Apr. 20-2 p.m.; Seattle Apr. 22-2 p.m.

- Philadelphia Apr. 5-7 p.m.; Houston Apr. 11-7 p.m.; Mobile Apr. 13-7 p.m.; New Orleans Apr. 12-7 p.m.

- Great Lakes SIU Meetings: Detroit Apr. 4-2 p.m.; Alpena Apr. 4-7 p.m.; Buffalo Apr. 4-7 p.m.; Chicago Apr. 4-7 p.m.; Cleveland Apr. 4-7 p.m.; Duluth Apr. 4-7 p.m.; Frankfurt Apr. 4-7 p.m.

- Great Lakes Tug and Dredge Region: Detroit Apr. 11-7:30 p.m.; Milwaukee Apr. 11-7:30 p.m.; Chicago Apr. 12-7:30 p.m.; Buffalo Apr. 13-7:30 p.m.; Sault Ste. Marie Apr. 14-7:30 p.m.; Duluth Apr. 15-7:30 p.m.; Cleveland Apr. 15-7:30 p.m.; Toledo Apr. 15-7:30 p.m.

- SIU Inland Boatmen's Union: Philadelphia Apr. 5-5 p.m.; Houston Apr. 11-5 p.m.; Baltimore (licensed and unlicensed) Apr. 6-5 p.m.; Norfolk Apr. 7-5 p.m.; New Orleans Apr. 12-5 p.m.; Mobile Apr. 13-5 p.m.

- Railway Marine Region: Jersey City Apr. 11-10 a.m. & 8 p.m.; Philadelphia Apr. 12-10 a.m. & 8 p.m.; Baltimore Apr. 13-10 a.m. & 8 p.m.; Norfolk Apr. 14-10 a.m. & 8 p.m.

- United Industrial Workers: New York Apr. 4-7 p.m.; Baltimore Apr. 6-7 p.m.

DIRECTORY of UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters United Industrial Workers: PRESIDENT Paul Hall; EXECUTIVE VICE PRESIDENT Cal Tanner; VICE PRESIDENTS Earl Shepard, Lindsey Williams, Al Tanner, Robert Matthews; SECRETARY-TREASURER Al Kerr; HEADQUARTERS 675 4th Ave., 8klyn. NY 9-6600; ALPENA, Mich. 127 River St. EL 4-3616; BALTIMORE, MD. 1216 E. Baltimore St. EA 7-4900; BOSTON, Mass. 177 State St. RI 2-0140; BUFFALO, N.Y. 735 Washington St. TL 3-9259; CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733; CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450; DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741; DULUTH, Minn. 312 W. 2nd St. RA 2-4110; FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441; HOUSTON, Tex. 5804 Canal St. WA 8-3207; JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987; JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104; MOBILE, Ala. 1 South Lawrence St. HE 2-1754; NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546; NORFOLK, Va. 115 3rd St. Tel. 622-1892; PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818; PORT ARTHUR, Tex. 1348 Seventh St. DO 2-4401; SAN FRANCISCO, Calif. 350 Fremont St. Tel. 229-2708; SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 723-8594; SEATTLE, Wash. 2505 First Avenue MA 3-4334; ST. LOUIS, Mo. 805 Del Mar CE-1-1434; TAMPA, Fla. 312 Harrison St. Tel. 229-2708; WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

ALCOA COMMANDER (Alcoa), February 15—Chairman, Lee R. Eckhoff; Secretary, Burel J. Loftin, Jr. Ship's delegate reported that there were no beefs...

FLORIDIAN (South Atlantic), February 27—Chairman, Charles Henning; Secretary, Francisco Alvarez. No beefs reported by department delegates...

ALCOA MARINER (Alcoa), February 15—Chairman, Clarence A. Hancock; Secretary, Edmund Key. Disputed OT to be taken up with patrolman...

AMES VICTORY (Victory Carriers), February 25—Chairman, Stephen Fulford; Secretary, Paul Franco. Some disputed OT in deck and engine departments...

ROBIN LOCKSLEY (Moore-McCormack), February 6—Chairman, Eugene B. Flowers; Secretary, Luther Gadsden. Few hours disputed OT in engine department...

DEL MAR (Delta), March 6—Chairman, P. Blalack; Secretary, J. R. Johnson. Vote of thanks was extended to ship's delegate who is resigning...

DEL MUNDO (Delta), February 21—Chairman, E. P. Leonard; Secretary, Michael Toth. Brother Benjamin C. Bengert resigned as ship's delegate...

OVERSEAS JOYCE (Maritime Overseas), March 2—Chairman, Cecil Wiggins; Secretary, James T. Mann. \$44.00 in ship's fund. One man hospitalized in Canal Zone...

DELAWARE (Atlas), February 13—Chairman, Wm. F. Chapman; Secretary, J. R. Egan. No beefs and no disputed OT reported. Crew requested to clean washing machine after using...

STEEL FABRICATOR (Isthmian), March 6—Chairman, Joe Kramer; Secretary, W. J. Miles. Disputed OT from coastwise trip was sent to headquarters...

ALCOA RUNNER (Alcoa), March 5—Chairman, C. E. Turner; Secretary, B. Ortiz. Ship's delegate reported that everything is running smoothly...

BELGIUM VICTORY (Isthmian), March 6—Chairman, Vernon Porter; Secretary, R. L. Huddleston. Ship's delegate informed crew that no action was taken by Company regarding mail deliveries...

COE VICTORY (Victory Carriers), March 6—Chairman, J. J. Gorman; Secretary, J. Shortell. No beefs and no disputed OT reported. No ship's fund. Donations from crewmembers appreciated.

MINOT VICTORY (A. L. Burbank), March 6—Chairman, J. Browne; Secretary, A. Alfonso. Beef in deck department to be taken up with boarding patrolman. Delayed sailing disputed in engine department...

CALMAR (Calmar), March 13—Chairman, Albert Hoggie; Secretary, C. E. Gibbs. Ship's delegate reported some disputed OT in deck department...

ANNISTON VICTORY (Waterman), March 6—Chairman, John Dunn; Secretary, Charles J. Mitchell. Some disputed OT in engine and steward departments. Discussion regarding the fresh water tanks which should be inspected by the Health Department...

LOS ANGELES (Sea-Land), March 11—Chairman, J. Bowman; Secretary, H. Bjerring. Captain is going to restock slop chest on West Coast. Will attempt to fill personal requests for items \$8.00 in ship's fund...

DIGEST of SIU SHIP MEETINGS

HURRICANE (Waterman), March 13—Chairman, Eddie Hernandez; Secretary, James Moore. Some disputed OT in the deck department to be taken up with boarding patrolman...

OCEANIC SPRAY (Trans-World Marine), February 25—Chairman, Frank Natale; Secretary, H. (Tiny) Kennedy. Ship's delegate advised all watchstanders about upgrading school...

MISSOURI (Meadowbrook Transport), February 27—Chairman, A. R. Volkerts; Secretary, W. J. Moore. Brother Richard Toler was elected to serve as ship's delegate.

OCEAN DINNY (Maritime Overseas), March 13—Chairman, Thomas Self; Secretary, Peter Goodruk. Ship's delegate reported that everything is running okay. Vote of thanks extended to the steward department.

DEL NORTE (Delta), March 6—Chairman, Robert Callahan; Secretary, Bill Kaiser. Meeting held with the chief steward and chief cook to see if the preparation of certain foods could be improved...

STEEL SCIENTIST (Isthmian Lines), December 4—Chairman, Angelo Maldonado; Secretary, F. S. Omega. \$6.91 in ship's fund. No beefs reported by department delegates...

ALL THIS HAPPENED

THE STORY OF AMERICAN LABOR

In spite of its militancy and powerful organization, the AFL was destined to be plagued for many years by its failure to recognize the importance of organizing the ever-increasing numbers of unskilled workers in the nation's factories. The close of the nineteenth century saw big business grow even bigger, with huge corporations merging everywhere into monopolistic trusts of staggering size, pulling in staggering profits and crushing competition ruthlessly. Federal legislation, such as the Sherman Anti-Trust Act, hardly disturbed the status quo. Increased mechanization constantly added to the proportion of unskilled workers who remained unorganized—a situation which contributed to the union's defeat in the famous "Homestead Strike" against Carnegie Steel at Homestead, Pa.

Conditions for American seamen in the mid- and late 19th century, for the most part, were even worse than the lot of the most ill-treated shoreside worker. Under the complete control of the ship's captain, they could be flogged, imprisoned or starved for the smallest offenses or no offenses at all. For simply quitting his job, a seaman faced charges of desertion. Organizing with other seamen to better his condition could bring charges of mutiny. In addition, the seaman was continually at the mercy of the "crimps"—brokers who virtually controlled the employment of seamen—and who took most of a seaman's meagre pay in return for "services." The sailor was caught between bondage at sea and the vicious crimping system ashore.

The early seamen's organizations met with little success. Those representing seamen in the Great Lakes, grain and ore transport trades, were faced with violent opposition from the powerful steel and other trusts controlling these industries. Several of these early Lakes unions, such as the Marine Engineers and the Marine Firemen, Oilers and Water Tenders, survived the anti-union agitation of the corporations. Many others however fell victim to the powerful forces employed against them. The Sailors Union of the Pacific, organized in 1891 by Andrew Furuseth, was the first successful major seamen's union and was the forerunner of a national union of seamen.

In July of 1892 the Amalgamated Association of Iron, Steel and Tin Workers, an AFL union with 25,000 skilled members, sought to negotiate a new contract. Even before the old contract expired however, the company built a high wooden and barbed-wire fence around the Homestead plant, complete with gun slits and sentry boxes. An across-the-board wage cut was then announced. When the union protested the wage cuts the plant was closed, the workers locked out. Three hundred armed "Pinkerton Finks" were hired by the company, to be imported from Pennsylvania and landed from barges on a nearby river, like an invasion force. They were intercepted by armed



The AFL was formed in 1886 and led by Cigar-makers Samuel Gompers (center), Adolph Strasser (right), and Carpenter P. J. McGuire.



Nationwide rail strike of 1894 was broken with use of armed deputies, troops and injunctions. In Chicago, guardsmen shot down strikers.

workers, however; and a pitched battle raged for 13 hours on the riverside. Seven workers and three Pinkerton scabs were killed and the barges were prevented from landing.

The company then turned for help to the friendly state government, which ordered 8,000 National Guard troops to take over the whole town. The armed troops then escorted over 2,000 scabs into the struck plant. Thus the strike dragged on into a bleak and cold November. Faced with starvation, unskilled workers who had supported the striking union men went back to work. The union was wrecked. Skilled wages were permanently cut 40 percent, unskilled wages even more.

The more the corporate trusts grew in wealth and power, the more indifferent they became to the condition of American workers. Meanwhile, American labor struggled to weld its many separate elements more firmly to resist this growing corporate power. To do this, labor began its first real attempts to organize workers on an industrywide basis instead of on a strictly craft basis. In this way a strike or strike-threat would be made not by just one craft or level of workers within an industry, but would be made instead by all the various craftsmen within the industry at once. The employer could perhaps replace one level of craftsmen with scabs, but could never recruit enough strikebreakers to replace all his workers on all levels.

The first serious attempt at this kind of organization was made by the American Railway Union under Eugene V. Debs in 1894 and resulted in the famous "Pullman Strike" in that same year which, although it eventually failed to achieve its aims, demonstrated the power inherent in this kind of industrywide organization by succeeding in tying up nearly every railroad in the country.

The vast railroad monopolies of the time were noted for their callous disregard for the welfare of their workers. Among the worst of this bad lot was the Pullman Palace Car Company of Pullman, Illinois, near Chicago. Pullman, Illinois was a town named after the company's founder. Employees had to live in company-owned homes, attend a company-owned church, buy in company-owned stores, get their gas and water from company-owned supplies. Rent, food, clothing, services and other costs were deducted by the company directly from workers' paychecks—and the prices were whatever the company decided to charge. Net weekly salaries of only a few cents were not uncommon for Pullman employees, although the company consistently earned fabulous profits.

The ARU was still in its infancy and not yet ready for a fight when the company slashed wages by 25 to 40 percent with no reductions in company-set living costs. The company head, George Pullman, refused even to recognize a grievance committee of workers. The ARU had no choice but to take action, struck

the Pullman plant and issued orders to all its member railroad workers across the country not to handle any Pullman cars. The railroad companies, banded together in the General Managers' Association, reacted with wholesale firings of ARU members. The union then had no recourse but to call a general strike against all the nation's railroads. Scarcely a single railroad car moved in the entire United States.

The sheer brute force which the railroad monopolies brought to bear on the ARU to break the strike was a sign not only of the power they commanded in the nation through their vast wealth, but also of the unexpected strength of a union organized on an industry-wide basis, even though it was less than a year old.

All the railroads in America pooled their huge influence to break the strike. Thousands of scabs were hired to replace striking workers. The U.S. Attorney General, Richard Olney, was called upon for help by the railroad magnates and complied by swearing in over 3,500 "special deputies" armed with clubs and guns to "protect U.S. Mail cars." But it was the railroads who paid their salaries of over \$400,000. These armed thugs and goons, recruited from Chicago's dingiest dens, spent most of their time attacking striking workers. Still the ARU held firm! The furious railroad magnates then went straight to the president of the United States for help in breaking the strike. President Grover Cleveland complied by rushing in four companies of the 15th U.S. Infantry. Striking workers were enraged by the appearance of American soldiers and fighting erupted. Stones hurled by workers were answered by rifle bullets and flashing bayonets. Thirty railroad workers were killed in this conflict and many more wounded. But still the ARU held firm!

When all else failed, the railroad operators called on the courts for help in breaking the strike. A Federal Court injunction was issued against the ARU, Debs, other strike leaders and "all others" involved in the strike, forbidding all strike activity, including peaceful picketing by "all and sundred persons whomsoever." It was the "blanket" injunction to end all blanket injunctions. Debs and hundreds of other strikers and strike leaders were arrested and jailed for violating the injunction. Without leadership the strike crumbled and the ARU was destroyed, still in its infancy.

Big Business adopted the blanket injunction as its chief anti-union weapon for years to come—it had proved that effective. But American labor had also discovered a potent weapon through the Pullman strike—the industrywide organization of workers. The nineteenth century closed with labor suffering a serious defeat but learning an invaluable lesson which it would use to great effect during the twentieth century.

THE BIG BOX

Any Seafarer or his wife, mother or other family member, who has done any shopping at the local supermarket in the last few years can testify that contrary to what manufacturers would have us believe, the crowded aisles piled high with merchandise do not always offer bargains—or even true values on the purchases made. The consumer must be on the alert or he will be victimized.

The average store today is crammed full of merchandise of various weights, packed indiscriminately in gaudily-printed boxes of varying sizes at different prices. In many cases the size of the package bears no relation to the actual quantity of merchandise inside it.

To confuse the consumer even further, many products bear misleading "Cents Off" labels which fail to mention the original price needed to judge the true value, if any, of the price reduction. The actual weight of the merchandise is often printed in nearly microscopic type, and entirely meaningless designations such as "regular," "large-size," "jumbo-size," "super," or "super-duper-size" are used to divert attention from the amount of the contents.

A quart often becomes a "jumbo-quart" which is still the same 16 ounces of any other quart, and similarly with "big-gallons" and "giant-pints." Goods are often packed loosely in large packages to make them appear as better buys—such as some 3-inch candy bars which come in a 6-inch wrapper.

The whole system boils down to a fraud which is being perpetrated against the American public. The buying power of the American workers' wages is being eroded constantly by this fraud in the marketplace.

To eliminate these and other unethical practices involving deceptive packaging which cost the American consumer millions of dollars yearly, the SIU is supporting the AFL-CIO demand for a "truth-in-packaging" bill being sponsored by Senator Phillip Hart (D-Mich.).

The Hart measure is designed to bring intelligible, standardized packaging and labeling to the American marketplace to make it more possible for the consumer to get his money's worth. The law would be enforced by the Food and Drug Administration for food, drug and cosmetic products and by the Federal Trade Commission for other consumer products.

These agencies would have authority to protect the consumer by setting up standards for reasonable weights or quantities in which packaged goods can be sold, prevent deceptive package sizes and shapes, establish definite meanings for various advertising slogans (such as "king-size," etc.), require pictures to be true to what is inside the package and enforce clearly-marked net contents statements in large enough type and in a convenient enough place on the package to be readily noted by the shopper for comparison.

As might be expected, the consumer products industry has demonstrated total opposition to any "truth-in-packaging" legislation. Industry representatives, including the U.S. Chamber of Commerce, the National Association of Manufacturers, and other similar groups, have resorted to strong scare tactics in opposing such legislation. A "truth-in-packaging" law, says the industry, would result in a drop in sales, falling wages and rising unemployment.

In addition, industry representatives continually view with alarm giving the federal agencies and the federal government "dangerous new powers." In reality the "truth-in-packaging" bill would give the FDA and the FTC little new power, but would put real teeth into regulatory powers they already have.

The fact is that "truth-in-packaging" legislation has been made necessary by the industry itself through its increasing use of deceptive packaging and labeling.

All SIU members can help to end the abuses by writing—and encouraging their families and friends to write—their congressmen to urge support of the pending "truth-in-packaging" legislation.