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SEAFARERS LOG

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1966

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

Despite

**Anti-Union
Propaganda . . .**

**Anti-Union
Legislation . . .**

**Anti-Union
Employers . . .**

**Anti-Union
Press . . .**

SINCE 1963

THE

AFL-CIO

HAS GAINED MORE THAN

900,000

NEW MEMBERS!

AFL-CIO Exec. Council Stresses Need For Economic Balance in Nation

CHICAGO—The AFL-CIO at its mid-summer meeting here marshalled the basic weapons of the trade union movement—organizing, free collective bargaining, legislative activity and political action—to win a fair share for the American worker and help keep the economy on an even keel.

The federation's Executive Council took a close look at the current problems of increased living costs, spiraling interest rates, employer resistance to new contract improvements and civil rights and came up with a comprehensive analysis and program.

It laid the groundwork for a new farm workers organization to help win economic and social justice for exploited agricultural labor.

It found the AFL-CIO in good health and growing, with a gain

of 900,000 members over a three-year period and the organization's Internal Disputes Plan functioning smoothly.

In international affairs the council reaffirmed its strong support of President Johnson's policies in Viet Nam, urged union involvement in economic planning in Latin America and strongly commended the work of the American Institute for Free Labor Development.

This is what happened at the three-day meeting:

On the organizing front it gave new momentum to the drive to organize farm workers in California by granting a charter to the United Farm Workers Organizing Committee, made up of groups that have merged their efforts in the Delano grape strike.

AFL-CIO President George Meany said the charter was an "essential step toward winning a measure of economic justice for farm workers" and termed it an event of "great importance."

On the bargaining front the council gave its unqualified support to unions in the electrical and communications industries in their current negotiations for new contracts.

It pledged "complete and unstinting support of the efforts of the Communications Workers to achieve an equitable contract for its members at the Western Electric division of the Bell System and reaffirmed its all-out backing "without reservation" of the objectives of the AFL-CIO National Committee on Collective Bargaining with General Electric and Westinghouse.

The council voiced its support also for strikes of the Boot & Shoe Workers at a Genesco plant in Tennessee and the Washington-Baltimore Newspaper Guild's struggle at the Bureau of National Affairs.

Meany told a press conference that coordinated bargaining in the electrical industry is an effective approach and could well form a pattern in other situations where a number of unions hold contracts with the same company.

21 More Victory Ships Slated For Reserve Fleet Break-Out

Twenty-one more Victory ships are being broken out of the Reserve Fleet in order to meet the increased demands of the Viet Nam military sealift. This will bring to 141 the total number of reserve ships reactivated since July of last year.

The new break out was requested by the Military Sea Transportation Service from the Maritime Administration. MARAD officials noted that the action will leave only 33 Victories in the United States standby reserve fleet.

The Victory ships being called up are old and have been lying in various local reserve fleets for many years, some since the end of the Second World War. Most have not been thoroughly mothballed and will take a long time to be reactivated.

Maritime labor has been warning the Government for many years that just such a situation would occur if the nation ever developed a quick need for merchant ships. The almost prohibitive cost of reactivating these Victories at United States yards has forced the Defense Department to move slowly in calling up reserve vessels. Each ship has been estimated as needing almost a half-million dollars worth of repairs and conversion in order to be

able to sail again.

Another important factor that delays getting Reserve fleet Victories on the high seas again is that there are too few shipyard workers around to perform the job. The lack of trained shipyard workers has been caused by the administration's past attitude of indifference and neglect towards the American merchant marine. The government, in its failure to implement the Merchant Marine Act of 1936 and sponsor an adequate program of shipbuilding and cargo support, has contributed to the flight of trained shipyard workers to other industries. It is primarily because of this that United States shipyards cannot compete efficiently for the current reactivation work and get the reserve fleet ships ready promptly.

Report of International President



by Paul Hall

Support for an independent maritime agency has grown tremendously during the last year among the nation's legislators. It is becoming increasingly clear to them that the national security of the United States is already in real peril because of the deterioration of U.S. Maritime capability brought about by continuing bureaucratic neglect of maritime.

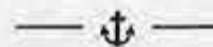
The need for such an independent maritime agency, free from entanglement in the bureaucratic mire of the Department of Commerce or the proposed Department of Transportation, has been called for by the AFL-CIO at its last convention and by the AFL-CIO Maritime Trades Department, as well as by the SIU and other maritime unions.

The increasing interest in such an independent agency is reflected in legislation already introduced into congress which would remove the Maritime Administration from the proposed Department of Transportation and set it up on its own with an Administrator empowered to make independent decisions based solely on the needs of maritime.

Many of the nation's legislators have voiced their support for such legislation, both at the recent Save Our Shipping Conference and in the halls of Congress. The proposal has already been approved by the House Merchant Marine Committee.

The importance of an independent maritime agency cannot be overstressed in terms of the future of the U.S. maritime industry and the national security which it directly affects. During the years that the Maritime Administration has been a part of the Department of Commerce the maritime industry was allowed to fall into a steep decline which has brought it to the point where it is now necessary to break-out 25-year-old vessels from the reserve fleet to meet demands brought about by the Vietnam conflict.

The ships in our active fleet have become worn out and obsolete. The ships in our reserve fleet have proven to be in little better condition and are, in any case, almost gone. Action to save the U.S. maritime industry must come now, and the establishment of an independent maritime agency would be the first step.



The latest statistics available on average weekly earnings of factory production workers in southern "right-to-work" states continues to be the most eloquent plea possible for the importance of repealing Section 14B of the Taft-Hartley Act, which makes such "right-to-work" laws possible.

Factory production workers in these states continue to be the worst paid in the nation, with average weekly earnings in some cases less than half of what workers in similar jobs earn in states that have rejected "right-to-work" legislation.

The direct relationship between the existence of "right-to-work" laws and low wages is dramatically revealed in the fact that the one southern state that does not have a "right-to-work" statute on the books is also the state in which southern production workers enjoy the highest average weekly wages.

It is for these reasons that the AFL-CIO has pledged a continuing fight to repeal Section 14B which makes possible the abolition of the union shop in these states through the so-called "right-to-work" laws.

Union Training Program Graduates New Total 76

Eight More Seafarers Win Engineers Licenses

Eight more Seafarers have passed the U. S. Coast Guard examination and have been issued their engineers licenses after preparing at the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. A total of 76 Seafarers have now received their engineer's licenses as a result of the recently instituted program.

Of the SIU men who recently passed their Coast Guard examination six were licensed as Third Assistant Engineers and two received their licenses as Second Assistant Engineers.

Seafarers receiving their licenses as Second Assistant Engineers are:

Emile Glaser, 43, sailing with the SIU as FOWT and oiler, has been a union member since 1946;

Clinton Webb, 40, SIU member since 1946, has sailed in all engine room ratings;

The newly licensed third assistant engineers are:

Beryl Peterson, 51, who has shipped in the SIU since 1951 and sailed as reefer, oiler and FOWT;

Robert Simmons, 31, an SIU member since 1961, has sailed in the ratings of oiler and FOWT;

Thomas Carter, 44, has sailed most engine room ratings, including deck engineer and electrician



Peterson



Simmons

and has been a book member since 1953;

James Barnette, 43, has sailed as oiler, FOWT, pumpman and deck engineer, and joined the union in 1946;

Lonnie Dooley, 41, an SIU member since 1955 and has shipped as FOWT, oiler, and ordinary seaman;

Charles Eschenbach, 39, holder

of FOWT and oiler endorsements, joined the union in 1953.

The SIU-MEBA District 2 training program is the first of its kind in maritime history. It assists engine department Seafarers to obtain instruction in preparation for their Third Assistant Engineers license, Temporary Third Assistant Engineer's license or Original Second Assistant Engineer's license in either steam or motor vessel classifications.

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsist-



Carter



Barnette

ence payments of \$110 per week while in training.

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



Dooley



Eschenbach

ing time in the engine department, plus six months' experience as a wiper or equivalent.

SIU engine department men interested in the program should apply immediately, or obtain additional information at any SIU hall, or directly at SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232. The telephone number is HYacinth 9-6600.

SEAFARERS LOG

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District, AFL-CIO

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MTD Board Raps Legislation Threatening Right to Strike

CHICAGO—The AFL-CIO Maritime Trades Department Executive Board at its quarterly meeting here voted full support for legislation to create an independent maritime agency outside the proposed new Transportation Department, and strong opposition to legislation that would threaten the right to strike.

SIU President Paul Hall, who is also president of the MTD, served as chairman of the two-day meeting which took place in Chicago August 18 and 19.

In calling for the establishment of an independent Federal Maritime Administration as proposed in pending House legislation (HR-15963), the Board cited the need to focus greater attention on the growing problems of the maritime industry and provide a better organization for dealing with them. Branding the present Maritime Administration a "stepchild of the Department of Commerce, lost within already complex and overburdened administrative machinery," the resolution pointed out that "The history of departmental reorganization shows that our merchant marine made greater progress when its administration had the most independence."

In going on record as unalterably opposed to any type of strike-ban legislation, such as that proposed during the recent Machinists' strike against the airlines, the MTD condemned this still-pending legislation and those who have supported governmental intervention in labor disputes. The resolution urged all organized labor to resist any and all attacks on the free collective bargaining sys-

tem by Congress or the Administration, noting that it is the "type of action that could be used in the future to club labor into accepting management offers that are unreasonable and unrealistic."

In other actions, the MTD Executive Board adopted resolutions:

- Calling for the immediate adoption of a program for the construction of a strong American-flag bulk carrier fleet.

- Urging a program designed to aid the U.S. fishing industry through fleet modernization, economic incentives, research and conservation.

- Opposing Military Sea Transportation Service plans to replace U.S. crews aboard six MSTs vessels with foreign crews.

- Blasted Secretary of Defense McNamara's "callously indifferent" attitude to the U.S. maritime industry.

- Urged strict adherence to the provisions of the 50-50 laws.

- Demanded that U.S. subsidized lines be accorded fair and equitable treatment by MARAD in the allocation of reserve fleet ships.

- Warned of the need for a positive government policy toward maritime and sea research in view of the Soviet Union's recent massive strides in shipbuilding, fishing and oceanography.

House Votes to Keep MARAD Out Of New Transportation Department

WASHINGTON, Aug. 30—The House of Representatives voted today to keep the Maritime Administration out of the proposed new Department of Transportation. The vote was 260 to 117.

The House action came on an amendment to the Administration bill to create a cabinet-level transportation department. As originally proposed the bill would have lumped within the new department a number of federal agencies, including the Maritime Administration, Coast Guard, Bureau of Public Roads, Federal Aviation Agency, and the safety functions of the Interstate Commerce Commission and the Civil Aeronautics Board.

After passing the amendment to delete the provisions of the Transportation Department bill for the transfer of the Maritime Administration to the new Department, the House rejected an amendment to keep the Coast Guard out too.

Following the action on these and other amendments, the House approved the measure to create the new department by a vote of 336 to 42.

A significant factor in the fight to keep MARAD from being buried in the new department was the vigorously and united effort made by all segments of the maritime industry—labor and management. The campaign to block transfer of MARAD to the new department and to set it up as a completely independent agency was a highlight of the emergency conference to save U. S. shipping that was sponsored by the AFL-CIO's Maritime Trades Department and Maritime Committee in Washington in July.

The House Merchant Marine and Fisheries Committee has ap-

proved a bill to make MARAD an independent agency. The House is expected to consider the measure next month.

Rep. Edward Garmatz (D-Md.), chairman of the House Merchant Marine Committee, introduced the amendment calling for the removal of the Maritime Administration from the transportation department bill and spearheaded the successful floor fight to win its passage.

Strong support for the amendment came from the AFL-CIO Executive Council, which last week warned that the third-rate status "which gravely threatens the security of the nation," will continue, "if the Maritime Administration is permitted to be buried in another government department, whether Transportation or Commerce."

The AFL-CIO Council then strongly endorsed the concept of an independent Maritime Administration—free from control by any overall government department.

The transportation department bill now goes to the Senate, where committee hearings have been

completed but no action taken.

Today's decision by the House to keep the Maritime Administration out of the proposed Transportation Department and the decisiveness of its vote indicated the degree of Congressional awareness and concern over the plight of the nation's merchant marine.

With the Maritime Administration as part of the Department of Commerce, the industry has been declining steadily to the point where U.S.-flag ships carry less than nine per cent of the nation's foreign commerce and its ship repair and building capacity are on the verge of disintegration.

With the increasing demands for more U.S. tonnage to meet the needs of military operations in Viet Nam, the neglect which the maritime industry has suffered at government agency hands has been driven home very clearly.

The successful fight in the House to keep maritime from being lumped in an overall transportation department is regarded as a step toward the only logical resolution of the nation's shipping problem—the establishment of a completely independent agency.

AFL-CIO Records Sharp Gain In Membership

CHICAGO—AFL-CIO membership has grown rapidly in 1966, with a gain of 347,000 in the first six months of the year, the Executive Council reported.

The sharp gain continues a three-year trend during which the membership of the federation in the United States moved from a low point of 12,464,000 in the 12 months ending June 1963 to 13,385,000 for the same period ending in June 1966.

For the first half of 1966, the council said, membership topped 13.5 million. This does not include about 1 million members of AFL-CIO unions in Canada.

These unions pay per capita on their members in Canada to the Canadian Labor Congress and the figures are not included in the AFL-CIO tabulation, which is based on actual per capita payments to the federation.

The total gain over the three-year period has been about 900,000. About 403,000 of that increase came in the 12-month period July 1964 to June 1965.

The council reported that slightly less than half the 130 national and international unions affiliated with the AFL-CIO expanded their membership during the 1963-65 period.

Viet Cong Mine Rips SIU Pacific Dist. Ship; 7 Die

The Baton Rouge Victory, an SIU Pacific District manned freighter, was ripped by a Viet Cong mine in the Long Tao channel of the Saigon river, about 22 miles east of Saigon on Aug. 23. Seven crewmen—five of them members of the SIU Pacific District Marine Firemen's Union and two engine officers of the Marine Engineer's Beneficial Association—were killed in the explosion that flooded the engine room. No injuries were reported among the rest of the crew.

The SIU Pacific Marine Firemen members killed were:

Ray Barrett, Chief Electrician;
R. J. Rowe, Fireman—Water-tender;

J. MacBride, Oiler;
Earl Erickson, Second Electrician;

M. Reardon, Oiler.
The MEBA members killed were:

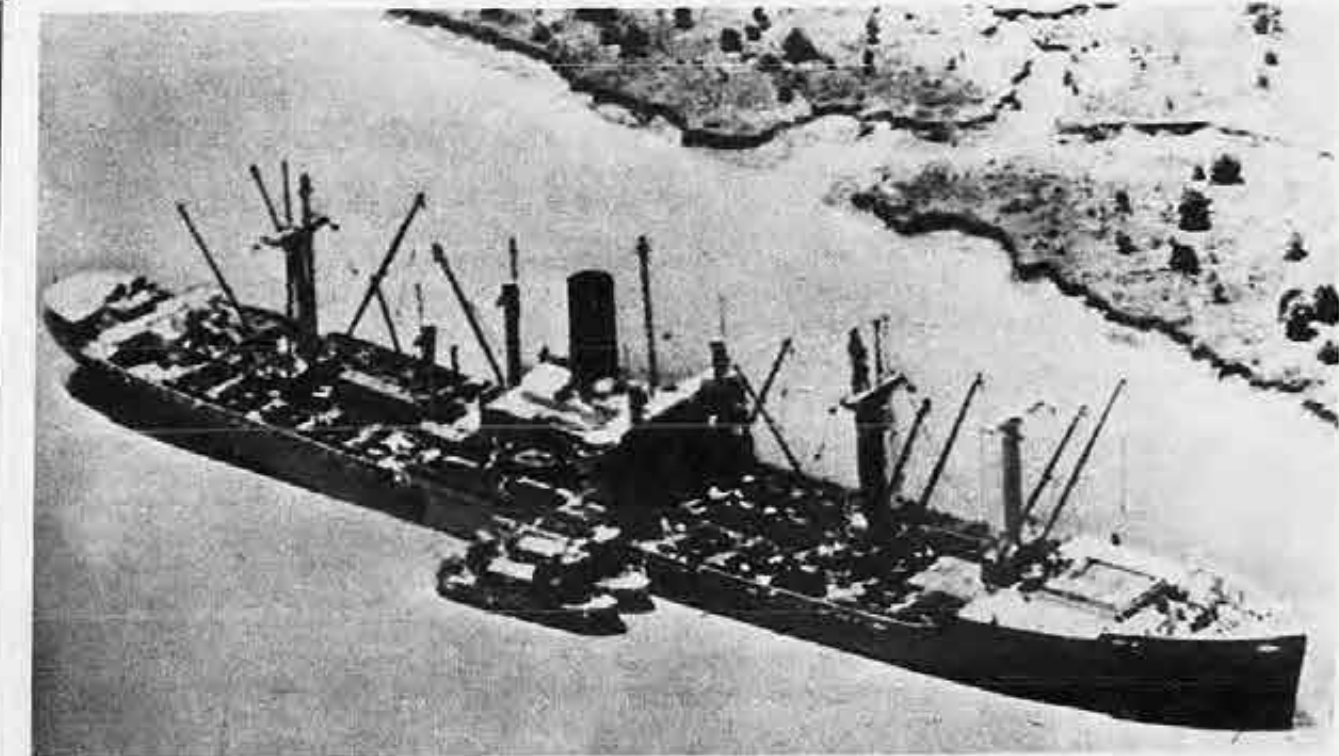
John Bishop, First Assistant Engineer;
C. Rummel, Second Assistant Engineer.

Following the explosion the ship's captain, Konrad Carlson, of Seattle, ran the vessel into the bank of the river to avoid blocking the channel. The ship then sank to its main deck.

The chief engineer, Herbert F. Kenyon, of San Francisco, was also in the engine room, but was unharmed. He and an oiler were on a platform about 20 feet above the area where the others were working.

"Suddenly, there was this great blast," he said. "It knocked me down and stunned the oil man next to me. I helped him out of the engine room and went back. . . I rushed to get help, but it was hopeless."

Salvage crews went to work to refloat the 8,000-ton Baton Rouge Victory and to recover the bodies of the seven crew members and



SIU Pacific District-manned Baton Rouge Victory lies on bank of Saigon River about 20 miles south-east of Saigon a few hours after she was hit by communist mine that ripped hole in her port side. Two small South Vietnamese gunboats are pulled up directly alongside stricken vessel to give aid.

save the cargo of U.S. supplies.

The Baton Rouge Victory was the first vessel to be sunk in the Saigon channel during the period of intense American involvement in the war.

Official sources said the Vietcong were trying to mine an ammunition ship that had been scheduled to travel up the river ahead of the Baton Rouge Victory. The ammunition ship however was de-

layed and the Baton Rouge Victory was hit instead. U.S. river patrol boats and armed helicopters provided protective cover for the salvage operations.

The Baton Rouge Victory, operated by States Steamship Company of Seattle, sailed from San Francisco July 28th carrying general cargo, mostly trucks and heavy gear and a crew of 45.

A World War II—built freight-

er, recently withdrawn from the reserve fleet for service in the Vietnam sealift, the Baton Rouge Victory was under charter to the Military Sea Transportation Service.

The vessel's surviving crew members—SIU Pacific District SUP men on deck and Marine Cooks and Stewards in the galley—are being repatriated to the West Coast.

Eight Additional Seafarer Oldtimers Join Growing Union Pension Roster

The names of eight more Seafarers have been added to the list of men who are now receiving union pensions. Newcomers to the SIU pension ranks include Johannes Kari, Anthony Conti, George Crabtree, Gustav S. Carlson, Alex Woodward, Sidney Day, James Dueitt, Oscar Holton, Jr., and Thomas McLaughlin.

Johannes Kari joined the SIU in the port of New York. Born in Estonia, he lives in Mastic Beach, L. I., with his wife, Hilda. He sailed as an AB and bosun



Kari Woodward

and his last vessel was the Linfield.

Anthony Conti sailed as a member of the steward department. He joined the union in the port of New Orleans which was his place of birth. Conti lives in Slidell, La., with his wife, Leona. His last ship was the Del Norte.

George Crabtree was born in North Carolina and joined the union in Norfolk. A member of the steward department, Crabtree

sailed as a cook. A resident of New York City, his last ship was the Julia.

Gustav Carlson, a member of the Deck department, was born in Sweden and now resides in Texas City, Texas, with his wife, Ruth. He joined the union in the port of New York. Carlson sailed as a bosun. His last ship was the Seatrain Savannah.

Alex Woodward joined the SIU in the port of Port Arthur, Texas, where he resides with his wife, Lelal. Born in Louisiana, the Sea-



Day Dueitt

farer sailed in the engine department and was last employed by the Picton Towing Co.

Sidney Day joined the union in

Mobile. A native of Louisiana, he now resides in Baltimore. Day sailed as AB and boatswain, and his last vessel was the De Soto.

Oscar Holton, Jr., sailed SIU ships in the deck department after joining in the port of Norfolk. He



Holton Conti

was born in Portsmouth, Va., and now resides in Chesapeake, Va. He was last employed by the Pennsylvania Railroad of Va.

James Dueitt was born in Leakesville, Miss. and now resides in Lucedale, Miss., with his wife, Virgie. A member of the engine department, he joined the union in New Orleans. His last ship was the Radcliff.

Thomas McLaughlin was born in Plattsburg, N. Y. A resident



McLaughlin Crabtree

of West Hollywood, Fla., with his wife, Emma. McLaughlin sailed as a tankerman for the Interstate Oil Transport Co. He joined the union in Philadelphia. McLaughlin is a Navy veteran.

U.S. Shipbuilders Rap Navy Contracts With British Yards

WASHINGTON — The U.S. shipbuilding industry has renewed its protests against the construction of U.S. naval ships in foreign shipyards following a Government announcement that a \$24 million contract has been awarded to British shipyards to construct three new vessels.

The new protests are against the foreign construction of an oceangoing tug at a cost of \$7.3 million and two naval survey ships at a total cost of \$16.7 million. The U.S. Government has defended the award of the contracts to British yards with the contention that it is part of a reciprocal agreement for the purchase by Britain of U.S. warplanes.

The U.S. shipyard industry has warned however that such a "build-abroad" program threatens the future of the already-depressed U.S. shipbuilding industry.

American shipyard men have also questioned the price of \$7.3 million for the oceangoing tug, noting that the largest and most powerful tugs presently in the U.S. fleet cost only about \$1 million, and a 10,000 horsepower heavy duty tug being built in Japan cost only about \$2 million.

The Atlantic Coast



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

The SIU is successfully meeting maritime manpower requirements brought on by the Viet Nam conflict. Through its various upgrading programs the SIU has managed to man all the many ships revived from the mothball fleet that have been assigned to SIU-contracted companies.

In cooperation with District 2 of MEBA we have also assisted in the upgrading of unlicensed personnel to licensed status. This program has helped meet the call for personnel in that area.

Additionally, the SIU's program of preparing members for advancement to higher endorsements has raised the level of endorsements for many Seafarers. In this program ordinary seamen are assisted in obtaining AB ratings, and wipers are aided in their efforts to become oilers, firemen, and water tenders.

The SIU will continue, through its many programs, to meet the manpower requirements of the American merchant marine. Information on all these programs is available at all SIU halls.

With the opening of the new clinic in Cleveland, the number of SIU medical facilities is raised to twenty-one.

New York

John Simonelli, last on the Yellowstone, is renewing friendships while waiting for his next trip. Also, looking up old pals around the hall is Frits Nilson. Frits is keeping one eye on the big board. His vacation is over now and Alfred H. Neilson is around the hall looking for the good run. He was last on the Sapphire Gladys. P. L. Hass, who just piled off the Rice Victory, is looking forward to a long stay on the beach.

Baltimore

At present the Alamar, Losmar, and Trustco are laid up, but the Helen "D", will be crewing up soon. Shipping continues to be fair.

On the beach just off the Bangor, George R. Graham is preparing for his vacation. Chester B. "Chet" Wilson, an SIU member since 1938, had to leave the Norina because of a broken thumb. Chet sails as bos'n and carpenter and is ready now to get



Wilson

back into action. Oswald Seppet was recalling for his shipmates a day in 1944 when he was torpedoed off the coast of Spain.

His last ship was the Alcoa Mariner.

Philadelphia

Elmer "Ted" Wheeler, an SIU black gang member for sixteen years, last sailed on the Commander. Ted is waiting for his fit for duty. Last on the Merrimac, Jack Arellanes, is raring and ready to go again. Jack sails in the deck department.

Vacationing after a few trips on the Merrimac, Joseph Doyle is spending time on the homestead doing odd jobs. Frank Cake is looking at the board anxious to take the first oiler's job that shows.

Norfolk

Larry Combs, an SIU member for twelve years, will be glad to get back to sea. Larry has just been discharged from the Army. Buren Elliott wants a couple of weeks on the beach before he

ships again. Buren just completed a trip to Vietnam aboard the Beaver Victory. He has been a member of the SIU for nineteen years.

After a vacation in Puerto Rico, Luis Olivera will start thinking about his next ship. His last ship was the Yellowstone. Dallas Hill recently got off the Anniston Victory for a routine check-up.

Puerto Rico

After an extended stay on the beach Felix Serrano felt it was



Mateo

time to get his sea legs in shape again. He grabbed a job as AB on the Ponce. Off to India on the Alcoa Voyager, Frank Mateo will be riding in the oiler's berth. Injunctions have been handed down by a Chief U. S. District judge requiring two local trucking firms to comply with the Federal Wage and Hour Law. The Senate Labor Committee recently finished its hearings on the minimum wage law in Puerto Rico.

Boston

Far away from the hustle and bustle William "Cappy" Costa is enjoying himself at his summer retreat. He is relaxing and doing a bit of fishing at his camp. His last ship was the Robin Trent. Also vacationing with his family is Fred Rashid. Fred's last seagoing hotel was the Norfolk where he was an AB. Just out of drydock George "Swift" Swift is looking for the first job to hit the board. Swift last saw duty as an oiler on the Azalea City.

SIU Boatmen Elect New Union Officers

Members of the SIU Inland Boatmen's Union went to the polls in June and elected officers for the Atlantic and Gulf Coast Regions of the IBU.

Balloting was held on the June union meeting dates in each respective city where meetings are held, and on the day after the meeting.

SIU-IBU members also made their choices known through mail ballots. Those elected, as announced by the IBU Tallying Committee are:

Atlantic Coast Regional Director, Robert A. Matthews; Assistant Regional Director for port of New York, Earl Shepard; for Philadelphia, Joseph Trainor; for Baltimore, Raymond J. Herold, Sr.; Port Representative for port of New York, Al Kerr; for Philadelphia, John Hoare; for Baltimore, John J. Sypleski.

Gulf Coast IBU Regional Director, Lindsey J. Williams; Assistant Regional Director for the port of Mobile, Luke LeBlanc; for New Orleans, C. J. Stephens; for Houston, Paul Drozak.

Cruise Ship Bill Passed by Senate; Would Bar Unsafe Ships From U.S.

WASHINGTON—A cruise ship safety bill designed to bar from U.S. ports all passenger vessels considered to be unsafe by the Coast Guard has been passed by the Senate. The bill now goes back to the House for approval of Senate introduced amendments that make the legislation both stiffer and more inclusive than the original House-passed measure.

As it now stands the bill slaps both safety and financial responsibility rules on cruise ships sailing from U.S. ports. The "get tough" provisions inserted by the Senate are a direct result of the Yarmouth Castle fire disaster in which over ninety people died. The House had already voted on

the original measure before the Panamanian-flag Yarmouth Castle disaster occurred.

As passed by the Senate, the main purpose of the bill is to police unscrupulous foreign-flag passenger ships which have been sailing out of United States ports without the rigid safety checks that American-flag passenger ships must undergo.

In addition to barring from U.S. ports any vessels deemed unseaworthy by the Coast Guard, the legislation would:

- Require all passenger vessels to disclose their safety standards on all advertising literature.
- Make owners of such ships establish financial responsibility in case of death or injury to passengers and repay passengers if the ship failed to sail.
- Require that American-flag ships affected by the law meet up-to-date U.S. ship safety standards by 1968.

The SIU and other maritime unions, in addition to other U.S. groups have repeatedly called upon Congress to stiffen the regulations governing foreign-flag cruise ships operating from U.S. ports.

However, the Senate will not move this session to include a provision in the "safety at sea" measure that will compensate the relatives of American passengers who lose their lives at sea.

A spokesman for the Senate Commerce Committee said that the measure has been set aside for further study. The new liability measure will be designed to eliminate an old law limiting shipowners to only \$60 a ship ton in compensation in case any passenger was injured or lost his life in a shipboard accident at sea.

Delta Line Orders Five New Cargoliner

The first new cargoliner of a scheduled five will be delivered to the SIU-contracted Delta Steamship Lines of New Orleans by the early fall of next year. The keel was recently laid by Ingalls Shipbuilding Corporation at Pascagoula, Mississippi.

The five new cargoliners are the second group in the company's long-range replacement program. Five new vessels are already in service on the South American and West African runs. Thirteen vessels in all will be replaced when the program is finished.

The new ships will be 522 feet long and have a width of 70 feet, with a deadweight capacity of 13,250 tons. Each will have shipboard cranes aboard permitting efficient loading and discharge of cargo.

Additionally, the ships will assist in the fight against water pollution, common to many ports, by the installation and use of sewage treatment units.

The first vessel will be launched next summer and delivery is expected in early autumn.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Local candidates endorsed by COPE and the New Orleans Maritime Trades Department fared well in the Democratic primary election held August 13, 1966. Of the four endorsed candidates in the judgeship races, Arthur J. O'Keefe, Jr. was elected to the bench in the First City Court; Walter F. Marcus, Jr. led a field of four for judge of the Civil District Court, and missed being elected in the first primary by a mere 4200 votes out of 98,000 cast; Louis Trent and Maurice Friedman ran first and second respectively in the contest for two new traffic court positions. Marcus, Trent and Friedman face a run-off.

The second primary election will be held September 24, 1966 and all union members, their families and friends, are urged to vote and work for the election of COPE and MTD endorsed candidates.

Mobile

Currently registered and ready to ship out is **John W. McNellage** who has recently completed two years aboard the bauxite-carrying **Alcoa Ranger**. He has shipped from Gulf ports for the past twenty years. Last aboard the **Warrior**, **Charles R. Sanchez** is almost resting: he is doing some work on his home. Relaxing with the family in Mobile after a couple of trips to the islands **Charles L. Reeves** says he enjoyed the **Alcoa Commander**, but plans to take it easy before shipping again.

Hemington Hurlstone, just off the **Claiborne**, is currently registered in group one deck waiting for a run to strike his fancy. SIU veteran **George Saucier**, an SIU member since the inception of the union, recently paid off on the **Alcoa Ranger**. **Earl K. Whatley** who just paid off the **Alcoa Commander** after a long trip, says that he plans to take it easy for awhile.

Hurlstone

New Orleans
Pensioner **James P. (Sloppy) Creel**, a regular at the monthly membership meetings, called to

say he could not be in for the latest meeting. **Creel**, who was dry docked recently, says that things get mighty lonely in the piney woods without a few words from old shipmates: His address is Route 2, McComb, Mississippi.

After six months as FWT on the **Iberville**, **J. Adams** is looking for a run on a **Delta Liner** to South America. Also scouting a **Delta Line** run is **Charles Cassard**, last on the **Del Campo**. **Monk Sherman** finished two trips on the **Del Mar** and plans to hang around New Orleans for the remainder of the summer.

Around the New Orleans hall chewing the fat with old shipmates were pensioners **Frank Vivero**, **Sam Hurst**, **Ignace Decareaux**, **Niels Hansen**, **Rufus Stough**, **Phil O'Connor**, **Percy Boyer**, **Frank Kouns**, **Joe Munin**, **Edward Boyd**, and **Ralph Subat**. All of these oldtimers can be reached by mail through the New Orleans hall.

Houston
Saturday, August 27, 1966 marked the Second Annual Dinner-Dance of the West Gulf Ports Council. Featured speakers were Congressman **Bob Eckhardt**, ILA President **Teddy Gleason** and SIUNA President **Paul Hall**. **Houston Port Agent Paul Drozak** was a member of the Sponsoring Committee which took care of preparations for the event.

John Zierys, veteran deck man recently off the **Midlake**, is getting tired of soaking up Texas sunshine and is looking forward to a long trip. **G. Lee** is anxiously waiting to start the engineer upgrading school in New York. **Lee** says he's ready to give it hell.

Growing Ship Shortage Endangers U.S. Security, Congressman Warns

WASHINGTON—The United States has just about played out all its shipping cards in supporting the Vietnam War, according to Representative **Thomas N. Downing (D.-Va.)**, who said that the nation would not have enough ships to support another military build-up anywhere else in the world.

Downing made his statement as a panelist on the Navy League Symposium on seapower in Washington. He said that if the Vietnam war "escalates into Red China, we have had it," because "we now have almost every available ship on the bridge of ships to Vietnam. We have taken them off the paying run and given this business to foreigners, and we are going to have a hard time getting it back."

He urged that the Administration lay out an additional \$100 million a year to enable the United States merchant marine to build at least 20 new ships annually for at least ten years in order to remain a leading mercantile naval power.

Representative **Downing** declared that he would prefer to spend a dollar and not need it rather than reduce the nation's security to such a low ebb that its survival is at stake.

Suggests Program

The shipping crisis facing the United States, he said, can be solved in the following ways:

- Create an independent Maritime Administration
- Develop a fleet of nuclear powered ships

SIU-UIW Elects Regional Officers

A full slate of officers for the Atlantic and Gulf Regions of the United Industrial Workers has been elected as UIW members went to the polls in June to select the candidates of their choice. The elections were provided for under the terms of the regional constitutions in effect since August 1962.

Balloting for UIW members in Atlantic and Gulf Regions took place on the June Union meeting date in each respective city where meetings were held. In addition, mail ballots were sent out for the convenience of those members in cities where the constitution makes no provision for members to vote in person.

A membership-elected tallying committee supervised the voting in both the Atlantic and Gulf Regions. Voting has now been completed in both regions and all the ballots have been counted. The results of the election have been certified by the respective tallying committees.

Candidates elected in the two regions are:

Atlantic Coast Regional Director, **Ralph Quinonez**; Assistant Regional Directors for the port of New York, **Frederick Stewart**; of Philadelphia, **John Fay**; of Baltimore, **Warren R. Leader**; Local Representatives for the port of New York, **John Dwyer**; of Philadelphia, **Albert Bernstein**.

Gulf Coast Region—Regional Director, **Lindsey J. Williams**; Assistant Regional Directors for the port of New Orleans, **Ysmael Paz**; of Houston, **Paul Drozak**.

- Provide enticing enough subsidies so that shipowners can begin to replace their worn-out tonnage.
- Let the people of the United States find out exactly how badly off their merchant navy really is so that they, once aware of the true situation, will be able to influence future budget decisions in Washington.

This action is necessary, he said, because there appears to be no thrust or focus from any corner of the Administration to "bolster our lagging maritime fleet." He noted that on the "contrary there seems to be a thrust in the direction of reducing if not eliminating shipping subsidies."

Other panelists who spoke included Rear Admiral **Ralph K. James (ret.)**, executive director of

the Committee for American Steamship Lines and **Maitland Pennington**, special assistant to the Maritime Administrator.

Admiral **James** said that the Russian merchant marine has 1,315 merchant ships today compared with 1,012 American-flag vessels. Even though these ships are smaller and the Soviet Union is behind by about 6 million tons, it is increasing its fleet by more than one million tons yearly.

Admiral **James** pointed out that "The Russian Minister of Merchant Shipping, **Viktor Bakayev**, is the most powerful man in world shipping today, bar none. By 1980 **Bakayev** expects to have between 20 million and 25 million tons of new ships making him Czar of the world's largest merchant fleet.

The Pacific Coast

by Frank Drozak, West Coast Representative



Highlights of the AFL-CIO's California Labor Federation Convention included a pledge made by the labor body to mount an unprecedented election campaign against "the forces of extremism."

The state's civil rights problems and the impending election at the **DiGiorgio** complexes at **Delano** and **Borrego Farms** were also discussed at the meeting. Speakers included United States Undersecretary of Labor **John F. Henning** and State Controller **Alan Cranston**.

SIU President **Paul Hall** attended as a special representative of AFL-CIO President **George Meany**.

Seattle

The shipping picture now is real good, and the outlook for the next couple of weeks looks like it will be the same for all rated men in all departments.

Payoffs for the last period have been the following: **Rice Victory**,

Anniston Victory, **Transeastern** and **Penn Sailor**.

The **Rice Victory** and **Anniston Victory** were signed on since the last report and the **Walter Rice**, **Seattle**, **Anchor** and **Calmar**



Halfhill

were in transit.

Hubert Halfhill, whose last ship was the **Summit** may try the **Viet Nam** run for a change of scenery.

Charley Crossland, is just off the **Transeastern** and will be grabbing the next **AB's** job hitting the board.

San Francisco

Shipping here in the port of San Francisco is still very active and we have plenty of jobs open for **AB's**, **Oilers**, **FWT's**, **Electricians**, **Cooks** and **Bakers**.

The **Freedom Victory**, **Overseas Dinny**, **Beaver Victory**, **Delaware**, **Rio Grande**, **Los Angeles**, **Cornell Victory**, **Santa Emilia**, **Cour D'Arlene**, **Young America**, **Free America** and **Northwestern Victory** paid off and signed on crews while the **Yorkmar**, **Oakland**, **Calmar**, **Steel Admiral**, **Steel Flyer**, **Bethford**, **Vantage Progress**, **Steel**

Artisan and **Geneva** were in travel.

C. T. Scott AB, and one of the real SIU oldtimers, expects to catch a short vacation after spending seven months in Vietnam and two months in the hospital for a leg injury. Brother **Scott** is Maryland born and a 27-year SIU man.

V. Valencia, just out of the **USPHS** hospital in San Francisco is waiting for the next job opening that hits the board.

Wilmington

Shipping activity remains good here with 11 ships passing through in transit and the **Steel Architect** and **Vantage Progress** scheduled to pay off. All men in all ratings are finding it very easy to ship in Wilmington.

FOWT's, **AB's**, and **Cooks** are still hard to come by at times with shipping as busy as it is. The outlook is still good, too, and we welcome all rated men.

Ken Gibbs, after spending some time on the beach, has decided it's time to start shipping again.

Bennie Magnano was recently repatriated from the **Erna Elizabeth** after staying on her for a year as Deck Maintenance. On his first visit to the **USPHS** he was declared fit for duty and is quite upset that the Doctor in Trinidad took him off such a good ship for an apparently minor problem. He is registered now and hopes to take a **Bosun's** job pretty quick.

George Cortez is on the beach here and hopes he will soon be given his "Fit for Duty" slip. He's been laid up since June and would much prefer working to sitting around on the beach. We wish him a speedy recovery.



Gibbs

Foreign Built Midbodies Subject To Customs Charges, Court Rules

Foreign-built midbodies used in constructing American-flag merchant ships are now subject to Customs duty as a result of a decision handed down by the United States Court of Customs and Patents.

The legal body ruled that the foreign-built midbodies are not vessels and therefore not entitled to duty-free status upon their importation into the United States. The motion reversed an action in a lower Customs court which said that the midbodies were vessels and not subject to customs duties.

The action was originally started by a group of importers who protested against a decision made by the Collector of Customs in labelling the structures under the Tariff Act as "articles wholly or in chief value of iron or steel not specifically provided for." Under this application importers were liable for customs duty.

The higher court said that since the exclusive purpose of the structure was to serve as a mid-section of an ore carrier, they are not

vessels and cannot be entitled to the "duty free status. No other claim having been advanced in support of the protest against the classification found by the customs collector, we find the classification of the customs collector to be correct and the decision of the Customs Court is therefore reversed."

Midbodies are often used to jumboize older American tonnage to create larger tankers and bulk carriers from smaller vessels. The process involves inserting the new midbody between the fore and aft sections of an older ship to increase cargo capacity.

The insertion of the midbodies is one temporary method U.S. shipowners have used to upgrade their fleets and improve their competitive position.

The Great Lakes

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

A new SIU clinic facility to service Seafarers and their dependents in the Cleveland area is now located at 200 Republic Building, Cleveland, Ohio 44115—Phone number 621-1600. This is the latest addition to the Union clinic service available to SIU men and their families in all major ports across the country and in Puerto Rico.

Voting in the 1966 Biennial Election of Officers is continuing at a steady pace during the month of August. During the first two weeks we boarded and voted forty-eight ships in the Ste. Clair and Detroit rivers. As many as six ships were voted in one day, with patrolmen getting off one ship via the SIU service launch "SIUNA" and going downstream again to board another vessel. During the last weeks of August we voted the Ann Arbor Railroad carferries in Frankfort and the Arnold Transit Fleet at St. Ignace, Michigan. Because many of our full book members are sailing out on the coast we expect a light vote.

Negotiations are continuing on the industry-wide vacation plan for SIU Great Lakes District members. The Union submitted its latest proposal last week to the GLAMO Negotiating Committee

and we expect to hear from them shortly.

The tanker Transbay (Atlantic & Gulf) is expected to call for a crew late in October. The Transbay is presently in the American Shipyard at Lorain, Ohio and is being jumboized, which will add an additional seventy feet to her length. Hudson Waterways, owners of the Transbay, also have two more vessels in Great Lakes yards that will be ready sometime next year.

The Great Lakes "ship of the future" has been described in a St. Lawrence Seaway Administrator's report as a "hybrid" vessel of over 17,060 tons capable of traversing the Seaway carrying cargoes directly between Great Lakes and foreign ports. This type of ship has been increasing on the Seaway in recent years according to the report, and still bigger ships are in the offing, it predicts.

THE INQUIRING SEAFARER

Question: Do you agree that football is replacing baseball as the national pastime in the U. S.?

Carmelo Clemente: From conversations I've had with my shipmates I think football is moving up on baseball as the number one sport, although in my native Puerto Rico, baseball is very popular. Most of the guys think football has more action. Frankly, I'm not too crazy about either sport. I prefer boxing for real action even though interest in the sport is declining. In boxing, you need to be in perfect physical condition and it is very interesting.

Charles Kerns: I think that baseball is still on top. If you consider the schedules of each sport you'll find that on the average baseball draws as many, if not more, fans than does football. Baseball is as strong as ever.

When the race is as tight as it is in the National League a lot of interest is generated, but the American League is too far lopsided to be of any interest.

Gerald Knight: Football is definitely more popular with today's fans. I think this is because baseball does not have enough action. On the other hand, football is a game that is colorful and full of action. I personally prefer football. I think that there is more player

contact and the action is continuous. Baseball is a drag.

Rodney Buckingham: Yes, except in Baltimore; that's where I'm from. In Baltimore everybody is excited about the Orioles being so far out in front. I think that baseball's long schedule makes it dull for most people. But football

which is played only once a week is something to look forward to.

Julius M. Prochownik: I think the sports are about equal. Since baseball is a summer sport and football a winter sport, they each have their season. Perhaps football has a slight edge since the crowds are so large, but there are fewer games for the fans to see. In Baltimore, where I live, the Orioles are on top of the American League and there is great interest in them. In recent years, the Colts were wildly popular. I think both sports have their following.

John Galloway: I believe football is gaining on baseball. Most guys seem to talk more about it than they do baseball. I find that football has more action. I like to see as many games as I can and am a great fan of the Green Bay Packers. I'm sure that if football isn't number one now, it will be soon. Baseball is a good sport, but it's kind of slow.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Aug. 12 to Aug. 25, 1966

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	2	1	2	1	25	5
New York	87	41	43	25	44	299	103
Philadelphia	19	12	12	3	2	38	17
Baltimore	37	15	17	6	3	129	42
Norfolk	17	6	7	9	4	33	12
Jacksonville	12	3	4	0	2	15	3
Tampa	5	2	0	0	0	15	8
Mobile	26	12	12	11	4	85	14
New Orleans	58	35	44	28	19	146	80
Houston	40	27	31	20	12	136	33
Wilmington	7	3	1	3	8	31	1
San Francisco	37	21	25	12	29	69	2
Seattle	18	10	17	4	16	48	24
Totals	367	189	214	123	144	1,059	344

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	1	1	1	0	12	1
New York	70	44	37	30	31	179	89
Philadelphia	7	7	4	4	3	19	11
Baltimore	17	20	18	17	4	72	39
Norfolk	9	8	1	6	7	24	8
Jacksonville	5	7	2	2	5	8	6
Tampa	4	2	3	2	0	12	6
Mobile	13	10	12	11	7	34	4
New Orleans	37	35	37	25	22	87	47
Houston	38	34	41	29	10	85	44
Wilmington	6	1	3	0	7	11	2
San Francisco	7	12	21	7	29	45	2
Seattle	9	12	15	7	12	23	6
Totals	225	193	195	141	137	611	265

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	1	1	0	0	10	4
New York	40	16	34	12	24	174	39
Philadelphia	6	6	7	5	6	20	16
Baltimore	17	15	4	14	2	79	19
Norfolk	5	8	0	2	2	11	26
Jacksonville	1	1	2	1	5	9	2
Tampa	7	1	0	0	1	24	2
Mobile	12	3	9	2	4	54	7
New Orleans	42	36	36	38	6	121	66
Houston	27	14	15	14	8	72	31
Wilmington	6	5	1	1	4	16	1
San Francisco	22	6	9	7	38	41	1
Seattle	19	4	8	7	6	18	3
Totals	208	116	116	103	106	649	217

Tentative Conservation Agreement Reached

Soviets Agree to Honor Twelve-Mile U.S. Fishing Zone Along West Coast

Efforts by the SIUNA-affiliated West Coast fishermen's unions to preserve California's off-shore fisheries have begun to show some results. California's Governor Edmund G. Brown announced recently that the Soviet Union has tentatively agreed that the Russians will not fish from vessels within 12-miles of the U. S. Pacific Coast.

The tentative agreement, made at a Moscow meeting of U.S. and Soviet officials, came after the Governor's recent Washington conference with Secretary of State Dean Rusk in which Brown told Rusk that the future of California's fishing industry de-

manded immediate action.

A special State Department delegation, headed by William C. Harrington and representatives of the U.S. Fish and Wildlife Service met with Russian officials on the fish conservation problem.

After a successful meeting, Harrington reported that the dele-

gations of both nations would make the following recommendations to their governments:

- The Russians would agree that their vessels would not engage in fishing within 12-miles of the Pacific Coast of the United States.

- The Russians would reiterate their instructions to their fleet in the area off the Pacific Coast not to fish for salmon.

- Both governments would agree to take steps to reduce the concentration of fishing vessels on other fishing grounds in order to prevent the depletion of resources.

Within the next few weeks there will be an exchange of fishing personnel and scientists between American and Russian fishing boats in order to map ways to help preserve the fisheries.

Harrington said that there will be another Moscow meeting November 13 to discuss conservation programs and establish rules on a long-term basis for both Atlantic and Pacific coastal waters.

The Senate Commerce Committee has recently approved legislation to bar foreign fishing vessels from operating within 12-miles of the coast of the United States.

New Union Clinic Facility Provided For Cleveland SIU Members

CLEVELAND—The latest addition to the growing system of SIU clinics has begun serving members and their families in the Cleveland area. The clinic is located in the Republic Building, Room 200. Phone: 621-1600.

The facility will provide free diagnostic service to the many SIU Great Lakes District members, SIU Great Lakes Tug and Dredge-men 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, Duluth, Sault Ste. Marie, Toledo, Superior, Wis., Melvindale, and Alpena, Mich.

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, Tampa, San Juan, Ponce, New Orleans, San Francisco, Seattle, and San Pedro, Calif.

Meany Asks Administration To Halt Interest Rate Rise

AFL-CIO President George Meany has asked the Administration to step in and halt the sudden upward rise in interest rates that are affecting the bulk of Americans. The hike in interest rates, he charged is boosting prices and throwing residential construction into a panic and he demanded that these loan rates be rolled back to reasonable levels.

"Interest rates," Meany said, "are higher than at any time since the 1920's. That era, as everyone is well aware, was the lull before the big depression, a boom time when credit began tightening and interest rates ran high. A 33 1/3 increase in the price of money since last December is robbing the average salary earner of a chance to benefit himself by financing the building, renovation or purchase of a home."

The consumers, small businessmen and farmers of the United States are being immobilized by the commercial banks in this country," Meany said, because they are not able to afford loans at high interest rates. The money they are forced to borrow must now be repayable by interest rates that are as high as ten per cent or more. The only winners in the current interest rate squeeze play, he added, are commercial banks and the privileged group of individuals and organizations who hold large blocks of Government and commercial bonds.

An auto safety standards bill has won House passage. The Senate had passed a similar, though weaker, measure in June. Conflicts between the bills will be worked out by a Joint House-Senate Conference committee.

Both bills direct the Secretary of Commerce to establish interim safety standards for 1968 model cars. However, full implementation of the bill is not anticipated until the 1969 model year.

An advisory panel will set up standards to guide foreign or domestic car makers. It is assumed that the panel will devise standards similar to those required of automobiles and trucks which are bought by the government for its own use. Such standards have long been employed by the General Services Administration.

Used car safety is also touched on in both bills, though the Senate bill only requires a study of used car safety while the House bill allows the government to set used car safety standards.

Violations of safety standards, once established, are punishable by a \$1,000 fine for each violation, not to exceed \$400,000. There are no provisions for criminal conviction in either bill.

Tire safety and grading standards are also included in both bills.

LABOR ROUND-UP

William Schoenberg, founding president of the Cement, Lime and Gypsum Workers, died in a suburban Des Plaines hospital after an illness of several months. He was 88. His union activity began in 1913, when he was named a representative of the Chicago district of the Machinists. A few years later he was appointed IAM general representative, and in 1933 was named AFL general representative in the Midwest. He was placed in charge of AFL organization of Portland cement plant employees and in September 1939 was elected president of the Cement, Lime and Gypsum Workers when it was chartered by the AFL. He retired in 1955 and was designated president emeritus. Surviving are his widow, Bertha, and two sons, William, Jr., and Alfred.

Dr. Joseph Mire, executive director of the National Institute of Labor Education for the past eleven years, has been appointed a research professor at the American University in Washington's Department of Economics. The Austrian-born Dr. Mire had been economics and labor advisor for the Chamber of Labor in Vienna for 14 years and taught at such schools as Ruskin College and Oxford University.

A sportswear firm which clandestinely "ran away" from Peru, Indiana, to a new \$250,000 city-built plant in Uniontown, Alabama, should be compelled to offer jobs in the Alabama plant to the employees it deserted, pay all their family moving expenses and make up their lost income, a National Labor Relations Board trial

examiner has recommended. The examiner, rejecting the employer's argument that an employer "has the right to close his entire business" even if the closing is motivated by "vindictiveness toward the union," ruled that the McLoughlin Manufacturing Corporation of Peru did not actually go out of business but instead moved its machines to Alabama and formed a new firm called Lady Jo, Incorporated.

A locomotive fireman who shoved two boys from the path of a moving freight train last winter was honored at a public luncheon in Indianapolis. Nelson D. Reynolds, 30, of Evansville, who works for the Chicago and Eastern Illinois Railroad, received \$250 and a plaque as winner of the quarterly safety award of his union, the Locomotive Firemen and Enginemen. Reynolds worked his way to the front of his engine in Poseyville, Indiana, grabbed the handbar with one hand and swept the frightened youngsters to the side of the track.

Racists and anti-union pressures lost out in Canton, Mississippi, after workers at the Udico Manufacturing Co., plant here voted for union representation in a National Labor Relations Board election. Workers at Udico, a run-away shop from California, were harassed by Canton's mayor, city councilmen and business leaders who warned them to expect trouble if they voted for the Electrical, Radio & Machine Workers Union. Bread and butter issues of such greater importance as a wage hike, seniority and grievance machinery won out.

"First Down!"



The House Takes a Step in the Right Direction

The action of the House of Representatives to keep the Maritime Administration out of the proposed new Department of Transportation is a hopeful sign.

By the decisive vote in which the House members approved an amendment to exclude the Maritime Administration from among the agencies which would be lumped in the new transportation setup, it appears that the issue was very clear.

The legislators passed the bill to create a new cabinet-level Transportation Department by a vote of 336 to 42, but first they amended the measure to delete the provisions that would have transferred the Maritime Administration from the Commerce Department to the proposed transportation department. The vote on this amendment was 260 to 117.

This important House vote indicates that the members of that branch of the legislature are concerned about the state of the American merchant marine, and that they recognize the dangers to the nation in its continued decline.

They obviously do not want any further damage to the position of the merchant marine, which would be inevitable were the Maritime Administration and the business of the maritime industry placed in the proposed new transportation department. There it would be buried in a welter of other government agencies, and subjected to the abuses and antagonisms that are an inherent part of their attitude toward maritime.

Under such conditions, maritime would not only be unable to develop and expand, it would very likely be hard put to survive.

By their vote, the House members appear to understand this problem. The House Merchant Marine Committee Chairman, Rep. Edward Garmatz, who comes from the port city of Baltimore, and who spearheaded the effort on the House floor to keep MARAD out of the new department, ap-

parently got the seriousness of the situation across to his colleagues.

The successful outcome of the vote in the House is also evidence of the effectiveness of a maritime industry in getting its story understood when it is united across the board—every labor and management segment in the industry. The lesson to be learned from the effective manner in which the industry functioned on this issue is that it can do a job in the interest of the total industry and of the nation when its efforts are coordinated and concentrated on the real objective of all concerned.

Important as it was, the House action is only the first step in what must be a long and arduous campaign if the maritime industry's continuing decline is to be reversed and a healthy, expanding industry is ultimately to be achieved.

The Transportation Department bill now goes to the Senate for action. It is hoped that the Senate will take action similar to that of the House.

Meanwhile, the fight must go on to win the creation of a completely independent maritime agency, which could then offer the means whereby the industry could at long last be revitalized, and the U. S. could have a shipping industry that fulfills its requirements.

As the AFL-CIO Executive Council pointed out at its Chicago meeting preceding the House vote, the nation must adopt the concept of an independent Maritime Administration. Subordination to a Transportation Department or the Commerce Department, in which MARAD presently lies, the Council said in a strong resolution, would result in the "essential needs" of maritime "being continually ignored and submerged."

Rightly, the Council called for a reversal of the trend through the upgrading of the agency charged with overseeing the merchant marine.

Nowhere to go but Union

*The Desperate Fight
of American
Farm Workers
to Gain
Decent Conditions*

FARM workers have for a long time been the most poverty-stricken depressed and underprivileged working people in America. They earn on the average about \$1,000 a year in agriculture. Many earn less than 75c an hour. They often must travel hundreds of miles at their own expense to find jobs of short duration, and sometimes to find no jobs at all. Their housing is usually miserable, health conditions scandalous, and education for their children is usually inadequate, if available at all.

They are treated as second-class citizens or worse. They do not even enjoy the minimal protections afforded other American workers under the Minimum Wage and Hour Law and the Fair Labor Standard Act. Abandoned and ignored by the social legislation other Americans take for granted, they enjoy no social security, no protection against child labor, receive no unemployment insurance in any but one state and are totally excluded from the provisions of the National Labor Relations Act—something that has hampered their organizing into unions for many years.

But American farm workers today are moving toward the only answer to their problem. They are organizing into unions and acting collectively to improve their condition. Farm workers have taken strike action in Florida, Texas, Arizona, Mississippi, California and elsewhere. For the most part their demands are only to be paid the Federal minimum wage in return for their backbreaking labor. Strikes are underway within California's \$3.5 billion agricultural industry against some of the state's biggest, most powerful growers, and the movement is spreading to other states. One large California grower, Schenley Industries, Inc., has already signed a contract with the farm workers' union and negotiations are presently underway with another big company, Christian Brothers.

Other big growers, most notably the huge DiGiorgio Company, which alone has yearly net sales of over \$200 million, remain intractable to the farm workers' organization and to any improvement in farm workers' wages and conditions. But the workers, though not strong in wealth

and power as are the big growers, are tough, determined, and steadfast in their purpose. With the solid backing of the AFL-CIO and other groups interested in their welfare they have made great strides in a short time and can look to the future with hope.

How did this drastic change in the hopes and aspirations of American farm workers come about?

In large measure their new hope for the future was made possible by the successful struggle waged in the halls of Congress by the AFL-CIO that culminated in legislation outlawing the importation of the so-called "Braceros"—cheap, temporary farm labor from outside the United States.

Passage of the anti-bracero act in 1964 denied to the big U.S. growers one of the strongest levers at their disposal to use against American farm workers. In most cases the growers could no longer undermine American farm workers' organizing attempts by importing thousands of foreign laborers to take their jobs and starve the American workers into submission.

The growers fought long and hard against anti-bracero legislation. They raise cries of doom for the industry and warned of gigantic crop failures all over the nation. The AFL-CIO persevered, however, and the legislation was passed. Harvest time came and went without braceros and there was no disaster. The harvest, picked by American workers, was the greatest in history.

Meanwhile, the AFL-CIO continues the struggle for farm workers' rights demanding the inclusion of farm workers under the Fair Labor Standards Act, the National Labor Relations Act and minimum wage and hour legislation. But money that the growers refuse to pay to their farm labor pours into Washington to pay lobbyists to help defeat the legislation. Legislators from states in which the growers are strong are threatened with political extinction unless the legislation is killed. The massive dose of money and political blackmail has succeeded temporarily in preventing passage of the AFL-CIO sponsored measures. The fight for this legislation is going on, however, and will succeed. But with or

without this new legislation, the scene was already set for direct action by the workers themselves.

Although in California the farm workers are striking against more than 30 big growers in the Kern and Delano County areas, the fight for recognition has centered itself around the huge DiGiorgio Fruit Corp.

The California strike was called

in September, 1964, by the AFL-CIO Agricultural Workers Organizing Committee (AWOC), which was set up first in 1959 to begin the organization of farm workers. The strike was later joined by the National Farm Workers Association (NFWA) formed in 1962 as a self-help organization for Mexican-American farm workers. These two organizations recently merged under the AFL-CIO banner and now pre-



As effectiveness of strike grew, big growers drafted six and seven-year-old children as scabs and set California county sheriff's deputies to stand guard to see that they stayed in the fields, completely ignoring state's child labor law.



Voices of striking California vineyard workers calling "Huelga" (strike) to workers in the fields were drowned out by tractors without mufflers driven by company foremen. Other strikers were sprayed with insecticide from crop dusting planes.

sent a solid front to the growers during the continuing strike.

(As the Log goes to press, a representation election is underway among workers of the DiGiorgio Corp.)

The strike in the fields has been bitter. Farm worker pickets have been arrested and jailed on the slightest pretext, "accidentally" sprayed with insecticide by low flying planes, evicted from houses in which they have lived for 20 years, seen their jobs taken by scabs, their picket signs torn down and burned by company goons and "special deputies."

Led by the DiGiorgio Corp., most of the growers have remained intractable, refusing to recognize the union or bargain in good faith. DiGiorgio set up a company union, staged its own union representation election on two days notice and excluded strikers. Company represent-

atives accompanied voters into the polling places and supervisors voted. The striking unions absolutely rejected the results of such an election.

While the strike goes on, a massive boycott of the products of the struck firms has been instituted by the AFL-CIO. These products have been placed on the "Don't Buy" list and publicized in trade union publications across the country.

Farm workers are fighting in 1966 a battle that most American workers fought and won 20, 30, 40 or more years ago. They are fighting for a living wage to raise their yearly income above the basic poverty level. They are fighting to eliminate child labor in the fields. They are striking to gain an education for their children. They are striking to back up their claim to first-class citizenship after many years of being treated as second-class citizens or worse.



"Huelga (Strike) Day" was proclaimed in San Francisco and support for grape workers' strike and boycott of DiGiorgio Company products was voiced during Market St. parade. AFL-CIO instituted nationwide boycott of DiGiorgio products.

Today American farm workers are determined to do the impossible and break, through their own efforts, the vicious cycle of poverty-ignorance-poverty. And they are succeeding, with the help of the organized labor movement.

Against them is ranged the vast monetary and political power of the nation's big farm industry. These interests do their best to foster the belief that American agriculture is still made up of small "family farms," that would be stifled and destroyed if farm workers were paid decent wages and guaranteed decent conditions under federal law. The truth, however, is that the "family farm" is on the wane in the United States and would not be affected by such legislation in any case because such farms do not employ enough help for sufficient periods to come under the laws' provisions.

The things the American farm workers need, are fighting for, and will achieve through union organization are simple. They include protection under the National Labor Relations Act, the Fair Labor Standards Act, and the Child Labor Act; unemployment insurance; minimum wage and hour protection; workmen's compensation; social security coverage, and decent educational standards for their children.

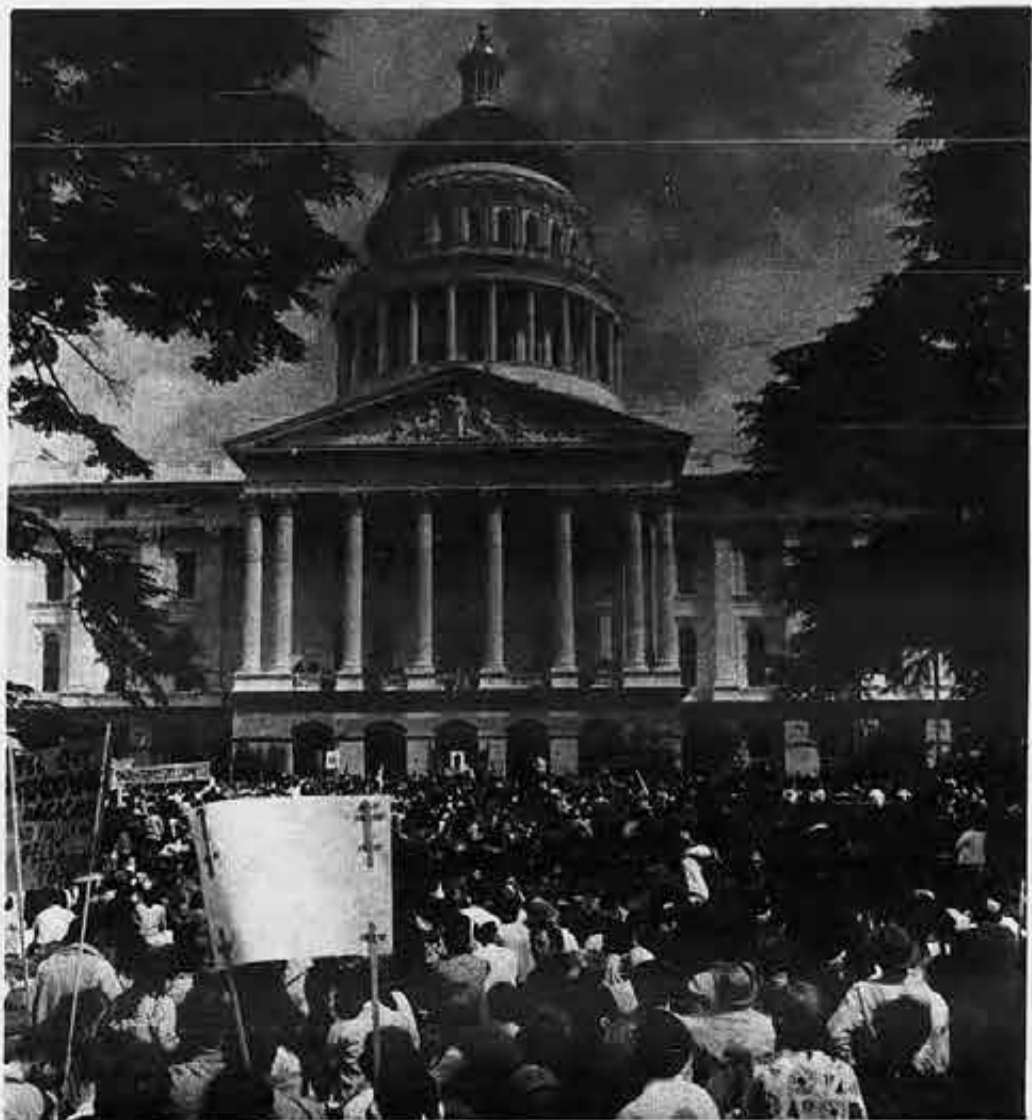
For too many years the most affluent nation in the world has treated those who pick and tend its crops as second-class citizens somehow outside the mainstream of American society. Through their own efforts and with the aid and support of the American organized labor movement these forgotten citizens are now determined to enter the mainstream of American life. And they will not be denied.



Boycott of fruits and wines produced and marketed by DiGiorgio Co. was backed up by informational picket lines manned by striking workers, their families and friends. Boycott has cut deeply into company's annual sales of over \$200 million.



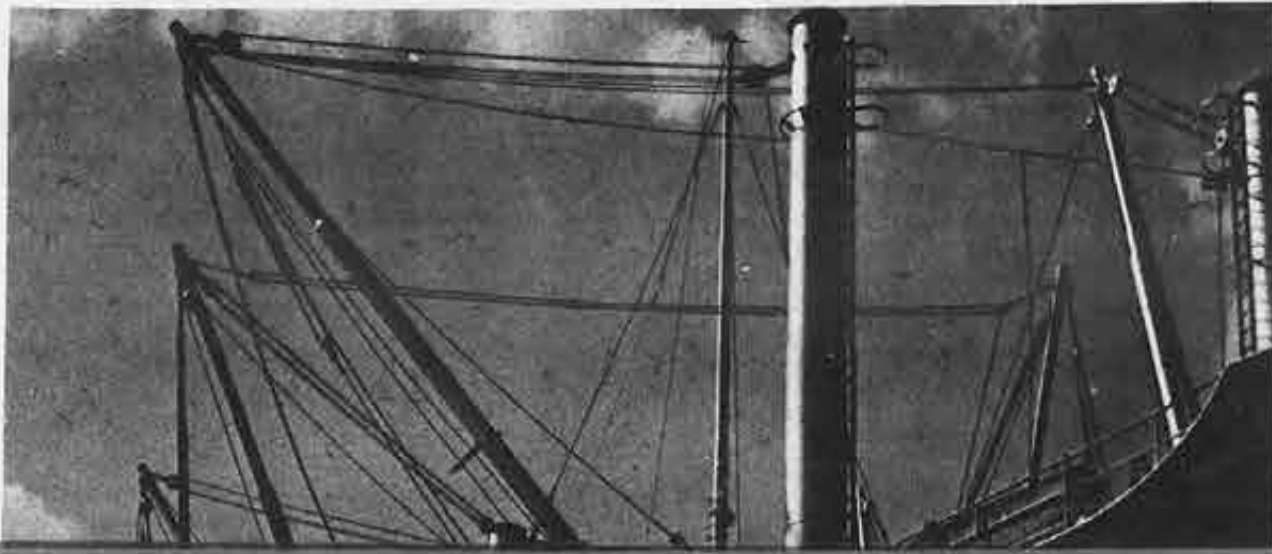
AFL-CIO President George Meany (left) issues new farm union charter to Cesar Chavez and Larry Itliong as AFL-CIO Organization Director William Kircher looks on. Presentation took place during Executive Council's Chicago meeting.



Over 8,000 supporters of striking grape workers gathered at the California state capitol at end of 300 mile march in Sacramento on Easter Sunday to demonstrate striking workers' determination to win decent farm wages and union recognition.



Chris Markris, the baker, whips up a treat for his fellow seafarers on the Robin Goodfellow.



It's payoff time once more for Brother Sherpinski as SIU patrolman E. B. Mcauley looks on.

ROBIN GOODFELLOW IN PORT



C. Sherpinski, oiler, works down in the engine room while waiting for the payoff in Brooklyn.



Donald Keith of the Steward Department, shows off the colorful shirt he bought in Africa.



Eric Chittenden, who sails as AB, and oiler Gene Stewart, catch up on shipping news in the LOG.



Preparing a roast beef lunch for a bunch of hungry Seafarers are C. Guevara, saloon messman and Oliver Celestine, the Chief Cook.



Pete Marozas, AB, thanks Oliver Celestine for great job Steward department turned in. Whole crew agreed their work was the best.



Ship's delegate George Stanley said Goodfellow Seafarers ranked with the best he's sailed with.



W. "Sleepy" Matthews, bosun, chats with George "Duck" Owen and Ed Blevins of Deck department while waiting for payoff after African voyage.



Bob Fowler, electrician, catches up on some work in the ship's engine room.



Hard at work on deck is Luis Bonafont, OS. Luis hails from Puerto Rico.



Taking time out for a smoke and conversation on deck are George Owen, C. Sherpinski, O. Lee and E. Smith. Ship's watchman joins in the chatter.



Ready for some relaxation ashore are Donald Keith, ship's purser, and V. R. Coscarelli of Deck department. Don wants to show off his new shirt.



Francisco Tirado pours a cup of coffee. He was member of Steward Dept.



Dan Dougherty, OS, has gear all packed and is ready to leave vessel.



Talking over trip in the ship's messhall are Dan Dougherty, Ed Blevins, C. Sherpinski, R. Aragones, and Sam Bisin. All hands agreed it was a good trip.

Object Of Their Affection



Chester Coumas, Tom Delaney and Joe Sloan (l-r) gather around the mermaid woodcarving in the Port O'Call bar in the New York Union Hall to ponder who she may be. Mermaid herself isn't talking.

Port O'Call Mystery Maid's Name Promotes Strong Seafarer Debates

The intriguing and subtle female has always aroused men's curiosity and interest. Seafarers know this full well because they have their own special mystery girl at the Port O'Call Bar in New York.

Thirsty seamen who come in for a drink always smile at her and sometimes kiss and embrace her. And the nice part about it all is that she's always there providing a bit of female companionship for everyone.

The only trouble though is, that no one really knows who she is.

This beauty has no voice. She is an attractive wooden figurehead with long flowing hair and a shiny well-laquered face. Her amply-built figure regally holds up the front end of the ship-like Port O'Call Bar. She has a fish's body and a figure reminiscent of the Valkyries, legendary maidens who carried Vikings who died in battle up to Valhalla heaven for an eternity of feasting and drinking.

Tommy the bartender, who draws tall beers and cool drinks for the Seafarers, said that he always thought she was called "Minnie the Mermaid, as far as I know." She has always been a favorite, he said, with Seafarers who frequent the bar.

Good Luck Omen

"I've known guys to come in and kiss her after they pulled in from a bad crossing. A lot of them come to see Minnie right after their ship berths. She's their good luck charm" Tommy explained.

Young and old Seafarers also have their doubts about who she is. The Seafarer's Log has the general impression that Minnie is a figurehead copied from a famous museum masterpiece, but just which museum is a mystery.

"But she's gotta have a name," most seamen who come into the bar feel.

Seafarer Joe Sloan, who was having a cool beer recently at the Port O'Call said that Minnie was a mystery to him. He didn't know

who she was, he said, but was certainly curious to find out. Old timer Tom Delaney said that he was sure Minnie was a grown-up copy of the "little girl on the rock in Copenhagen harbor."

Many Theories

Other Seafarers had interesting theories. T. Daley thought she was simply called "Gertude," while Fred Boyne, a Seafarer who hails from Liverpool was always under the impression the young lady represented Maggie May, the famous tart from Lime Street in Liverpool.

Seafarer Chester R. Coumas came up with the most interesting theory. He said that Minnie could be a number of mythological maidens. Perhaps, she was the goddess Fortuna, a copy of the statue that the Etruscans put up on their ships. Fortuna was the first and only goddess of Fortune, Coumas said, and a particularly appropriate symbol for seamen.

He also said that she might be

the Queen of the Mermaids or one of the Naiades', water nymphs who were believed in the ancient world to inhabit and rule over waterways, oceans, rivers, lakes and springs.

Coumas also offered the clew that since the mermaid had something of a Nordic cast about her she might be Frieda, the Germanic Goddess of Peace. The Frieda theory seems a little better than the rest according to Coumas who noted that the Port O'Call Bar to which the mermaid is attached has a clinker-type hull construction, slat over slat, much in the way the ancient vikings built their longboats.

However, despite all the learned observation of Seafarers on the name and lineage "Minnie the Maiden," the subject still is a matter of conjecture.

The real "Minnie the Mermaid" is yet to be discovered and any information on the origins of this beautiful lady will be welcomed by the LOG.

SIU ARRIVALS

Patrick Allers, born July 27, 1966, to the Paul Allers St. Ignace, Michigan.

Mark Leonard Wescott, born June 20, 1966, to the J. A. Wescotts, Lynn, Mass.

Timothy Paul Tremmel, born July 21, 1966, to the Ronald Tremmels, Toledo, Ohio.

Jean Rainier, born May 14, 1966, to the Harold Rainiers, Mathews, Va.

James Andrew Nitz, born July 28, 1966, to the Carl Nitzs, Cherry Hill, N. J.

Linnette Colby, born April 29, 1966, to the Raymond Colbys, Maple, Wisc.

Margaret Dofredo, born June 30, 1966, to the Domingo Dofredos, Seattle, Wash.

Raenell Ann Tesser, born June 10, 1966, to the Ralph Tessers, Duluth, Minn.

Kyla G. Tischer, born January 25, 1966, to the Kyle M. Tinchers, Tampa, Fla.

Barbara Reed, born May 18, 1966, to the Charles Reeds, Gretna, La.

Kevin Samuels, born May 13, 1966, to the John Samuels, Mobile, Ala.

Tammy Susan Smith, born May 20, 1966, to the Norman Smiths, Marine City, Mich.

DeFani Smith, born May 12, 1966, to the E. J. Smiths, New Orleans, La.

Dawn Tamlyn, born July 4, 1966, to the R. T. Tamlyns, St. Ignace, Michigan.

Tammy Odom, born July 2, 1966, to the Thomas Odoms, Uriah, Ala.

Betty Moore, born December 12, 1965, to the W. W. Moores, Orange, Texas.

PERSONALS

Cecil Jennette
Please contact Donald White, P. O. 7121, Portsmouth, Va., as soon as you can.

Y. R. (George) Tallberg
Please get in touch with your wife at Route 2, Box 939, Punta Gorda, Fla., 33951, as soon as possible.

Joseph M. Novatny
Please contact Ann Novatny of Portage, Pa., concerning a family matter.

E. L. Avery
Please contact R. A. Yarborough at the Seattle Hall in regard to an urgent matter as soon as possible.

"Red" Strickland
Please contact Mrs. Charles Slater, 1854 Annunciation St., New Orleans, in regard to the personal effects of Charles Slater.

Newton Paine
Please contact your wife, at home, as soon as possible.

William C. Cronan
Please contact Doc Gorton at 61 Appleton Ave., Pittsfield, Mass.

Richard R. Conlin
Please contact SIU Headquarters in New York, third deck, in regard to a ring lost on the Rafael Semmes.

Tax Refunds Held
Income tax refund checks are being held by Jack Lynch, room 201, SUP Building, 450 Harrison St., San Francisco, Calif., for the following Seafarers: Margarito Borja, W. R. Layton, Ali Nasroen, Wong M. Sing, Charles E. Switzer and W. O. Wallace.

Charles Louis McCulloch
Please contact the firm of Ungar, Dulitz and Martzell, at 328 Chartres St., Suite 100, New Orleans, La., as soon as you possibly can in regard to a very important matter.

FINAL DEPARTURES

Peter Raptakis, 58: Seafarer Raptakis died, July 1, in Staten Island, N. Y., after an illness. Born in Nafplion, Greece, he lived in Brooklyn. The Seafarer joined the SIU in San Francisco. A member of the Deck department, he was certified to sail as bosun. He is survived by a cousin, Hariklia Glamboury of Greece. Burial was in Brooklyn.

Carl Anderson, 63: Heart disease caused the death of Brother Anderson at St. Mary's Hospital, Duluth, Minn. He was a lineman for the Great Lakes Towing Company and joined the union in the port of Duluth, where he lived with his wife, Esther. He was born in Sweden. Burial was at Sunrise Memorial Park, Duluth.

William G. Sargent, 57: Brother Sargent was lost at sea, while sailing as an oiler on the New Yorker on the Viet Nam run, June 16. He joined the SIU in the port of Philadelphia. Born in Maine, Sargent resided in Brooklyn, with his wife, Marie. Prior to serving on the New Yorker, he sailed on the Rice Victory. He held a junior engineer rating.

Eric Johnson, 68: Cancer claimed the life of Seafarer Johnson on May 20. He sailed in the Deck department as an AB. Johnson was born in Sweden and resided in Brooklyn, N. Y. He joined the SIU in the port of Seattle, Wash. Surviving is his wife, Lempi. Johnson's last ship was the Hercules Victory. Burial was in Greenwood Cemetery, Brooklyn.

Calleja Saturnino, 73: Heart disease claimed the life of Seafarer Saturnino in Brooklyn, N. Y., March 20. Born in Spain, he was a U. S. citizen and made his home in Brooklyn. He sailed in the Engine department as a FWT. Brother Saturnino joined the SIU in the port of New York. Surviving is his sister, Adela. Burial was in Linden, N. J.

Clarence Osborne, 48: Brother Osborne died of cancer in New Orleans, March 28. A messman in the steward department, Osborne joined the union in New Orleans. He was born in Alexandria, La., and resided in Gretna, La., with his wife Rita. His last vessel was the Oceanic Cloud. Burial was in the Christian Social Cemetery, Gretna, La.

Indian Port Delays Stalls Grain Delivery

To the Editor:

I have just come off a run to India where we were stuck for three weeks off Bombay waiting to unload. Why in heaven's name must we sit around these Indian ports when the Indian Government needs the grain we carry so badly? Anybody who has sat around one of these ports for this length of time will know just what I mean.

Something should be done about it and soon. I don't think anybody likes the situation any more than I do.

R. Folsom

LETTERS To The Editor

Building of Ships Overseas Rapped

To The Editor:

I cannot understand how some people in Washington can say there is to much unemployment, then approve of plans to build navy ships in overseas yards.

This hypocrisy will keep workers in the United States from working at a time when countless shipyard employees, men with great skill in their profession, are leaving for industries that offer steady work. American yards are closing while the U. S. aids foreign ship yards. Some of these nations pay us back by allowing their ships to trade with North Vietnam, a country that is at war with the United States.

Ships coming out of mothball need extensive repair work because of years of inactivity. I do not think the U. S. Government wants to be responsible for any accidents that occur to these vessels because the repair work was inferior. England, the beneficiary of the American warships to be constructed, is one of the nations that has traded with North Viet Nam. This can be called fattening their pockets from both sides of the fence.

Ed Green

Seafarer Criticizes McNamara's Policy

To The Editor:

I would like to say that I feel it is a shame that Secretary of Defense Robert McNamara is undermining the role of the Merchant Marine during the Vietnamese crisis, when U. S. ships are playing such a vital part in the war effort.

In spite of the fact American ships carry 98 per cent of the war supplies, McNamara urges elimination of U. S. Cargo preference laws for all except military cargoes. Military authorities say our fleet is inadequate to handle a second battle front. We cannot limit our cargo preference to military goods of our total cargo capacity will shrink.

McNamara has been one of the leaders in the attempt to downgrade the Merchant Marine. The industry has proved it's worth countless times but the Secretary continues to hamper efforts by Congress to aid the shipping industry. He continues to say our fleet is adequate when all the latest figures show our fleet is slipping behind more and more nations in total ships and

new building. In the meantime, the United States is among the leaders in scrapping ships.

In addition, the United States is approaching the bottom of it's reserve fleet and the Vietnam war is showing signs of expanding before it ends, which would tax the Merchant Marine even more. I think the Union should do everything it can to make the American people and perhaps even Mr. McNamara aware of this dangerous situation.

Frank Henderson

Shipyard Workers Find Other Work

To The Editor:

The Government indifference to the shipping industry has come home to roost. Now that ships are needed, due to the war in Viet Nam, skilled workers for the nation's shipyards are no longer available.

The shipyard worker had little opportunity for steady work and when some shipyards like the Brooklyn Navy Yard closed, he got fed up and left the industry. We don't need a large Merchant Marine, the Government said. Now, the need for ships is great, but yards cannot meet the manpower requirements.

Workers left for jobs in other industries where employment was steady and conditions better. It is not too late for the Government to act and help the industry by offering steady work for skilled people.

Phil Tucker

Thanks SIU For Welfare Benefits

To the Editor:

We are a husband and wife who are deeply grateful to the union for taking care of our hospital bills.

Thank God for the SIU. I don't know what we would have done without them during my wife's last stay in the hospital. Thank you again from the bottom of our hearts for everything.

Q. A. and Daisy Iezzi

Urges Brothers Vote In 1966 Elections

To the Editor:

I think the elections coming up this fall throughout the country are going to be very hot and very important.

A lot of progress has been made during the past couple of years, thanks to the work of the unions, which are really the only outfits that support the kind of laws that benefit all the people.

I'm speaking of the type of law like Medicare, which is really a big lift to older folks who have no other way to meet their big medical expenses, and which helps their families—sons and daughters—who had to meet the bills for them.

We have to keep men in Congress who support the aims of the working people. If we don't, a lot of important laws will never get passed, and the ones that have been passed will be in danger of being wiped off the books.

So all SIU men should do their part by making sure that all of us vote in the coming elections for the kind of people who will represent us. And we should get our families and friends to vote too.

George Dorullo

From the Ships at Sea

A suggestion was made by Ernest Puras on the Del Norte (Delta) that timers be purchased for the washing machines. The machines would automatically stop after twenty minutes so the crewmembers won't have to wait long periods of time for the previous user to come back for his clothes.

"Red" Hancock suggested a washing machine be taken from the crew laundry and installed in the aft galley. Crewmembers are asked not to let the machines run all night as it wears the machine out and disturbs sleeping seafarers. Meeting chairman Robert Callahan reports that a Brother had a heart attack in Houston. He was treated at St. Joseph Hospital. It was suggested that



Puras

Seafarers carry their last two discharges with them while ashore. The ship's fund totals \$175 and the movie fund, \$377. Bakers Carl Jordan and Goon P. Thlu were applauded for an excellent job as was the chief electrician. The ship will be in Rio and Buenos Aires soon.

The first thing Julius Smith did when he was reelected ship's delegate on the Fairisle (Pan Oceanic) was request his fellow Seafarers to keep up the good work on a smoothly run ship. No beefs are reported and if any arise, crewmembers are asked to parntmental delege staight to de-gates. It was suggested by Seafarer Ira Brown that a repair list be compiled prior to arrival in port for the next shipyard survey. Carl Hellman, meeting chairman reports that Seafarers aboard the vessel were reminded to continue their cooperation in keeping the ship clean. A vote of thanks was extended the steward department and ship's delegate Smith.



Smith

A fine crew of Seafarers plus a good Stewart department to cook good food and serve it properly is the combination needed to beat the heat on the Persian Gulf shuttle. C. Walker, meeting chairman on the Western Clipper (Western Agency) reports. Walker has just been elected ship's delegate. S. Escobar, meeting secretary says it has been a good trip but one of the crewmembers has been requested not to move from seat to seat during meals since, this confuses the messman. The ship is heading for Okinawa and a regular supply of mail and logs is helping to keep the Seafarers happy aboard the vessel.



Walker

The suggestion was made on the Steel Director (Isthmian) to hold a general meeting before payoff, Meeting Secretary J. P. Baliday reports. E. Quigley had to get off in Alexandria, Egypt, to recover from illness, L. E. Elland, meeting chairman



Baliday

informs us. The ship just paid off in New York and from all reports it was a good trip. There were no beefs and the Steward department got a vote of thanks.

Bugs have met their downfall on the Alcoa Runner (Alcoa) after the ship was sprayed on the last voyage, meeting chairman R. P. Coleman reports. A new lead wire will be put on the TV antenna. Ship's treasurer J. A. Waith reports that the ships fund totals \$12.50. No beefs are reported as the ship heads for a Mobile payoff.



Coleman

Ship's delegate John Dickerson suggested on the Cottonwood Creek (Bulk Transport) that the importance of occasional safety meetings during each voyage should be stressed. Dickerson and the steward department were thanked for the fine work they did. Seafarers were reminded to be quiet at night in the passageways. New screens for the vent blower in the fan room and some work on the water fountains heads the repair list, meeting secretary S. Rothschild reported. There are no beefs, Rothschild writes.



Rothschild

New fans will be installed in the crew rooms on the Beaver Victory (Bulk Transport), Sidney Garner meeting secretary reports. Garner said 24 new fans have been ordered. Brother Leslie Bryant was elected ship's delegate in Danang. J. Bergstrom, meeting chairman, said all delegates did a fine job and received votes of thanks. James Newsome of the engine department was hospitalized in Japan.



Garner

R. Marrero, ship's treasurer on the Transyork (Commodity), reports that \$22 was collected for the ship's fund. A balance of \$4.35 remained after \$10 was spent for flowers and \$7.65 for a radio message to SIU headquarters. Crewmembers Charles Longerbeam and Frank Morongello received medical treatment in Keelung, Formosa. The crew had uncomplimentary reports on sanitary conditions in the town. The ship will be paid off in Norfolk.



Marrero

Mutual administration by the Steward department and crew of the Kent (American Bulk) was expressed during a recent voyage, according to meeting chairman E. P. Covert. The Steward department was extended a vote of thanks by the crew for the fine food they prepared and they in turn thanked the crew for keeping the messroom clean. Covert was elected ship's delegate and Ralph Collier was named treasurer. His first report stated that \$2.44 was in the ship's fund and he requested any Seafarer with loose change to put it in the kitty. The Deck department says they have too much overtime and not enough sack time but they aren't complaining.



Collier

George Stanley, ship's delegate aboard the Robin Goodfellow, (Robin Line) reported it was one of the best crews he ever sailed with. "The ship is the best feeder in the SIU", George said and most of the seafarers aboard agreed. Chief Cook Oliver Celestine and Chris Markris, baker, came in for high praise from the crew. Markris, who used to own a bakery on Davis Ave. in Mobile, kept the men happy with his superb pies.



Markris

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

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Lifeboat Class No. 158 Casts Off



The newest group of SIU lifeboat ticket holders gather for pictures shortly after graduating from Lifeboat Class No. 158. Men completed the course at the Harry Lundeburg School of Seamanship in New York City. Seated, left to right, are: Dick Average, Luis Perez, Konstantinos Keramidas, and John Wirtshafter. Standing are: Adolph Demarco, Mike Heckert, William Myles, John Spahr, Joe McCarthy, and the lifeboat class instructor, Arni Bjornsson.

From Monkeys to Ostriches, SIU Manned Ships Had 'Em All

The recent story in the LOG about ships' mascots touched off much discussion among Seafarers not only on the question of mascots, but animals that have been carried as part of the cargo on SIU-manned vessels.

Seafarers who sailed on the Delta Lines ship, Del Monte a few years ago, have fond memories of "Slipper" the seal. The seal was found in Angola, West Africa, by fisherman and brought back to America on the Del Monte. The seal was turned over to the New Orleans zoo as a gift from the crew.

The crew of the Robin Locksley had the company of an ostrich a few years ago. The bird departed the ship in Brooklyn for transportation to a game farm

in the Catskills. Crewmembers aboard the Robin Trent had a zebra aboard back in 1952.

A Penn ship once had a mascot called "Jocko," a small monkey who liked to drink from a cup while perched on a Seafarer's shoulder. Another ship had a monkey with a penchant for wearing an SIU T-shirt and cap. Most of the crew thought he looked pretty good.

Another SIU ship carried horses, while one vessel recently completed a trip to Puerto Rico with a load of cattle.



Typical of the many different varieties of animals which have sailed as mascots or cargo aboard SIU-contracted ships is the ostrich shown above, which the Robin Locksley carried to U.S. from Africa.

More Dangers on Land Than Sea, Seafarer Discovers in Viet Nam

Getting caught on barbed wire in Saigon isn't the type of experience John K. Donnelly of the Engine Department would like to go through every voyage, but it happened to him on a recent trip to Viet Nam aboard the Cuba Victory.

"We were in Na Bay, about 15 miles from Saigon," John said, "and this road had been the scene of a lot of ambushes." After leaving town by taxi, the Seafarer had to get out and walk the remaining distance since local drivers were not too fond of night travel. "It was pitch black," Donnelly said, when suddenly he was entangled in barbed wire.



Donnelly

"The more I struggled, the worse it got. There was a compound of South Vietnamese soldiers nearby and they turned on flood lights. For awhile, I thought I'd get shot. I shouted at them, that I was an American." Fortunately for Donnelly, the Vietnamese recognized him as an American helped him out.

"I still have scars on my back," Donnelly said. The Seafarer spent 84 days in Viet Nam on that run. There were some restrictions, he pointed out, and crew members were told they would have to go ashore at their own risk in towns that were off limits. Seafarers were not permitted to carry weapons for defense, he said.

"There were six specially trained MP's standing guard while the ship was in port," Donnelly said. "They would throw concussion grenades overboard to keep the Viet Cong from swimming un-

der the ship to plant mines." Although the Cuba Victory was never attacked, a Navy LST was bombed near them. "There was a hole in the vessel, but not much damage," John stated.

Sounds of war were heard all the time, Donnelly pointed out. A Navy destroyer poured shells into suspected enemy positions for hours on end, and Seafarers found it difficult to sleep with the con-

stant barrage going on around them. Crewmembers also watched helicopters drop troops into battle positions at the mouth of a river outside Saigon.

Donnelly is currently at the SIU's upgrading school and will soon be taking his tests for oiler and FWT. He's been sailing SIU ships for six years. The Seafarer comes from New York, where he makes his home.

Reaches Milestone



Seafarer Alvin C. Carpenter became the first two-gallon contributor since the SIU Blood Bank began in January of 1959. Carpenter sails in steward department. Mary Larsen, RN, lends helping hand.

ROBERT D. CONRAD (Maritime Operation), August 1—Chairman, G. B. Gaspac; Secretary, Mike Smith. There is still some disputed OT in the deck department although some has been straightened out. Ship should be fumigated for roaches, etc. Request patrolman meet ship in Victoria in order to get some very important matters straightened out as there is still quite a trip ahead. Men off watch would like to know if they can claim subsistence from 0800 to 1600 due to chipping over quarters that keeps them awake.

OCEANIC TIDE (Trans-World), August 7—Chairman, J. Juzang; Secretary, H. J. Schreiner. \$7.60 in ship's fund. Also to have Board of Health examine meat and fish boxes. One man hospitalized in Singapore.

EXPRESS VIRGINIA (Marine Carriers), August 4—Chairman, B. Lowderback; Secretary, A. Lesh. One man missed ship in Okinawa. Motion made that Company pay transportation to new crewmembers joining the ship, whether by local bus, when available, or taxi to dock area. Ship's delegate urged crew to prevent dock workers from using ship's facilities and messhall. \$9.14 in ship's fund.

STEEL ROVER (States Marine), July 28—Chairman, Lester C. Long; Secretary, Frank Van Dusen. Ship's delegate reported that all is running smoothly. \$44.51 in ship's fund. No beefs reported by department delegates. Brother Lester Long was elected ship's delegate.

TRANS-PACIFIC (Hudson Waterways), June 19—Chairman, Bill Horne; Secretary, O. Frenza. Brother Irving Futterman was elected to serve as ship's delegate. No beefs reported. Everything is running smoothly. Motion made to place TV sets on all ships.

HENRY STEINBRENNER (Kinsman Marine), July 31—Chairman, Charles Otletin; Secretary, Grant K. Lewis. Men aboard still waiting for copies of Welfare Plan Program. Everything is O.K.

JAMES DAVIDSON (Buckeye), July 30—Chairman, Gary D. Soomla; Secretary, Terry D. Orton. Discussion on safety, sanitation and consideration for fellow crewmembers. No beefs reported that were not taken care of.

BEAVER VICTORY (Bulk Transport), May 17—Chairman, William Parker; Secretary, Sidney A. Garner. Brother Norman Wroton, Jr. was elected to serve as ship's delegate. Patrolman to be contacted regarding delayed sailing and some small matters. Members would like retirement before 65 years of age.

BEAVER VICTORY (Bulk Transport), July 31—Chairman, J. Bergstrom; Secretary, Sidney Garner. Some disputed OT in engine department. All members voted for a better retirement plan, lowering the age and shortening the sea time. Brother Leslie Bryant was elected to serve as ship's delegate. Vote of thanks extended to all delegates for a job well done.

PRODUCER (Marine Carriers), July 31—Chairman, James Smith; Secretary, Herbert Welch. Ship sailed short a steward. Department delegates will collect \$1.00 from each member of their respective department for ship's fund. Deck delegate thanked his department for their cooperation. No beefs reported by department delegates. Ship's delegate requested all hands to cooperate in keeping messhall and pantry clean and taking proper care of washing machines. Vote of thanks to deck engineer for prompt repair of washing machine drains.

PENN TRANSPORTER (Penn Shipping), August 7—Chairman, W. H. Deal; Secretary, R. A. Sanchez. Patrolman to be contacted in regards to repairs. Everything O.K. and no beefs reported.

DIGEST of SIU SHIP MEETINGS



Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New York . . . Sept. 6—2:30 p.m.
- Philadelphia . . . Sept. 6—2:30 p.m.
- Baltimore . . . Sept. 7—2:30 p.m.
- Detroit . . . Sept. 9—2:30 p.m.
- Houston . . . Sept. 12—2:30 p.m.
- New Orleans . . . Sept. 13—2:30 p.m.
- Mobile . . . Sept. 14—2:30 p.m.
- Wilmington . . . Sept. 19—2 p.m.
- San Francisco . . . Sept. 21—2 p.m.
- Seattle . . . Sept. 23—2 p.m.

Great Lakes SIU Meetings

- Detroit . . . Sept. 6—2 p.m.
- Alpena . . . Sept. 6—7 p.m.
- Buffalo . . . Sept. 6—7 p.m.
- Chicago . . . Sept. 6—7 p.m.
- Cleveland . . . Sept. 6—7 p.m.
- Duluth . . . Sept. 6—7 p.m.
- Frankfort . . . Sept. 6—7 p.m.

Great Lakes Tug and Dredge Region

- Detroit . . . Sept. 12—7:30 p.m.
- Milwaukee . . . Sept. 12—7:30 p.m.
- Chicago . . . Sept. 13—7:30 p.m.
- †Sault Ste. Marie . . . Sept. 15—7:30 p.m.
- Buffalo . . . Sept. 14—7:30 p.m.
- Duluth . . . Sept. 16—7:30 p.m.
- Cleveland . . . Sept. 16—7:30 p.m.
- Toledo . . . Sept. 16—7:30 p.m.

SIU Inland Boatmen's Union

- Philadelphia . . . Sept. 6—5 p.m.
- Baltimore (licensed and unlicensed) . . . Sept. 7—5 p.m.
- Norfolk . . . Sept. 8—5 p.m.
- Houston . . . Sept. 12—5 p.m.
- New Orleans . . . Sept. 13—5 p.m.
- Mobile . . . Sept. 14—5 p.m.

Railway Marine Region

- Jersey City . . . Sept. 12—10 a.m. & 8 p.m.
- Philadelphia . . . Sept. 13—10 a.m. & 8 p.m.
- Baltimore . . . Sept. 14—10 a.m. & 8 p.m.
- *Norfolk . . . Sept. 15—10 a.m. & 8 p.m.

United Industrial Workers

- New York . . . Sept. 6—7 p.m.
- Philadelphia . . . Sept. 6—7 p.m.
- Baltimore . . . Sept. 7—7 p.m.
- †Houston . . . Sept. 12—7 p.m.
- New Orleans . . . Sept. 13—7 p.m.
- Mobile . . . Sept. 14—7 p.m.

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

DIRECTORY of UNION HALLS

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

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EXECUTIVE VICE PRESIDENT	
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SAN FRANCISCO, Calif.	350 Fremont St. DO 2-4401
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SEATTLE, Wash.	2505 First Avenue MA 3-4334
ST. LOUIS, Mo.	805 Del Mar CE-1-1434
TAMPA, Fla.	312 Harrison St. Tel. 229-2788
WILMINGTON, Calif.	505 N. Marine Ave. TE 4-2523

TRANSFORM (Commodity Chartering), August 7—Chairman, I. Buckley; Secretary, D. Blumko. Some disputed OT in each department. Last five men during this trip and picked up four as replacements. Voyage has been fair in average. Balance in ship's fund, \$138. The membership on board voted to have SIU headquarters contact this company concerning the doctor and medical facilities in Keelung, Formosa. More modern medical facilities should be available.

DEL NORTE (Delta), August 7—Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship sailed about one man in Santos. Picked up man in Rio de Janeiro. Ship low on ice the whole trip. \$175.55 in ship's fund and \$377.35 in movie fund. Motion made to have patrolman check to see why rooms are not being painted, since it has been over two years since they were painted. Discussion about asking the Union about having blood type put on health cards. Baker given a big vote of thanks for a job well done.

DEL ALBA (Delta), July 31—Chairman, J. Collins; Secretary, L. Y. Ching. Ship's delegate reported that ship had nice crew and it was a nice trip. No disputed OT and no beefs. Ship to be fumigated for roaches. Vote of thanks to the steward department for a job well done.

COTTONWOOD CREEK (Bulk Transport), July 30—Chairman, J. Dickerson; Secretary, S. Rothschild. Department delegates reported that everything is running smoothly. Motion made to stress the importance of occasional safety meetings, each voyage. Some companies are very lax in this respect. Ship should be fumigated for roaches. Vote of thanks to the steward department for a job well done. Vote of thanks to Ship's Delegate J. Dickerson for a job well done in every respect.

DEL SANTOS (Delta), August 7—Chairman, John Calanna; Secretary, Donald Rowe. Disputed OT in each department. One man missed ship. Three men hospitalized sent back to the States.

DIGEST of SIU SHIP MEETINGS

ALCO MARKETER (Alcoa), August 12—Chairman, Carl Francon; Secretary, H. H. Busby. Some repairs have been completed. Disputed OT in deck and engine departments. Condition of food to be reported to patrolman.

BANGOR (Bermuda Shipping), August 3—Chairman, Wm. Robinson; Secretary, Ernest Harris. Some disputed OT in deck department. One man in steward department missed ship in New Orleans.

BANGOR (Bermuda), August 3—Chairman, Wm. Robinson; Secretary, E. Harris. Some disputed OT in deck and engine departments. Brother Selice was elected to serve as ship's delegate.

OCEANIC TIDE (Trans-World Marine), June 6—Chairman, H. J. Schreiber; Secretary, R. Buie. Ship's delegate reported that everything is running smoothly with no beefs. One man missed ship in San Francisco. Motion made that crew cooperate and keep natives out of passage and quarters.

DEL ORO (Delta), July 24—Chairman, Sherman E. Miller; Secretary, Ramon Irsarary. Ship's delegate reported that all the repair late are completed and ready to be turned in upon arrival in port. Everything is running smoothly in spite of the shortage of men. \$144.88 in ship's fund. Vote of thanks to the steward department for a job well done. Vote of thanks to ship's delegate for a job well done.

FAIRISLE (Pan Oceanic Tankers), July 8—Chairman, Carl Holman; Secretary, Ira C. Brown. Brother Julius H. Smith was re-elected to act as ship's delegate with a vote of thanks from all hands. He reported that everything was running smoothly. Vote of thanks to the cooks and steward for the good food.

BARRE VICTORY (Delta), August 12—Chairman, W. R. Gels; Secretary, James L. Blanchard. \$3.01 in ship's fund. No beefs reported by department delegates.

WINGLESS VICTORY (Consolidated Mariners), July 3—Chairman, M. Casanova; Secretary, Larry Santa Ana. Ship's delegate reported everything running smoothly. Ship sailed about one man. \$1.09 in ship's fund. No beefs reported by department delegates. Discussion had on painting crew messroom pantry and galley. Crew was asked to keep doors to engine room closed at all times.

WINGLESS VICTORY (Consolidated Mariners), August 7—Chairman, G. Ferguson; Secretary, Larry Santa Ana. Ship's delegate reported everything running smoothly. Some disputed OT reported by deck department. Ordered new washing machine. Vote of thanks given to ship's delegate for job well done.

YAKA (Waterman), July 31—Chairman, A. L. Adams; Secretary, D. Genselner. Some disputed OT reported in deck and engine departments.

ALCOA RUNNER (Alcoa Steamship), August 10—Chairman, R. P. Coleman; Secretary, H. Smith. Ship's delegate reported everything running smoothly. Suggested having new wire to antenna put on. \$12.50 in ship's fund. No beefs reported by department delegates. Motion made to have the negotiating committee enter negotiations with all companies under contract to provide air conditioned messrooms and pantries on all ships in the bauxite trade or any runs similar where the port holes and ventilations systems have to be closed at all times. If no agreement can be reached on that point, then it was suggested that the crew will be paid room allowance while vessels are being loaded and discharged. Motion carried. Vote of thanks given to the steward department for job well done. Ship's delegate will see boarding patrolman about the deck coating that is being used. It is harmful to the men while shipping and painting the decks. Also to see about the time when chipping is to be done around the sleeping quarters.

THEITS (Rye Marine), August 8—Chairman, Richard V. Gelling; Secretary, Grover C. Turner. No beefs reported by department delegates. Ship's delegate to find out if allotment checks are going home O.K. Also to check on mail. Brother Andrew A. Thompson was elected to serve as new ship's delegate. Laundry room to be locked while in Singapore.

THEITS (Rye Marine), July 31—Chairman, Richard V. Gelling; Secretary, Grover C. Turner. Some disputed OT reported by deck and steward department delegates. Chief engineer will put locks on air conditioner. Brother I. Gibbon was elected to serve as ship's delegate.

PENN VANGUARD (Penn Shipping), August 10—Chairman, O'Neil; Secretary, H. Fruge. Vote of thanks given to old ship's delegate. No beefs reported by department delegates. Crew was asked to help keep messroom and pantry clean. Brother Walter Colley was elected to serve as new ship's delegate.

INGER (Reynolds Metals), August 13—Chairman, A. J. Fricks; Secretary, G. Coffman. Ship sailed short two men. Some disputed OT reported by deck and steward departments. Had discussion on food and the quality of such.

CONSUMERS POWER (American), July 26—Chairman, Gary W. Pankin; Secretary, D. Barber. Crew would like better quality and preparation of meals. More variety. No other complaints.

DEL NORTE (Delta), July 2—Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship's delegate reported that crew had a good trip last voyage and hope they have the same this trip. \$83.55 in ship's fund and \$5c in movie fund. It was suggested that every one carry their last two discharges while ashore which they will need in the event of sickness.

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, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

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, Stereo'yers)

Jamestown Sterling Corp.
(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,
(Boot and Shoe Workers' Union)

Di Giorgio Fruit Corp.
S and W Fine Foods
Treesweet
(National Farm Workers Association)

SIGN LETTERS
For obvious reasons the LOG cannot print any letters or other communications sent by Seafarers unless the author signs his name. If circumstances justify, the LOG will withhold a signature on request.

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. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

PORTS of the World

BUENOS AIRES



BUENOS AIRES, the largest, most sophisticated city in South America is a favorite port for Seafarers. This cosmopolitan metropolis with its wide avenues and magnificent plazas is a world show place.

Juan de Garay founded Buenos Aires in 1580. He gave the city its present name which, translated roughly means, "healthy climate" and started the Argentine beef industry by bringing along thirty head of cattle with him.

The city is built on a block plan and the main streets run in parallels down to the port area. Corrientes, the principal avenue, is the glittering, bustling Times Square and Broadway of Buenos Aires. It features the best steakhouses and the largest and most important theaters in the city. World famous artists are common attractions along this thoroughfare. Some of the popular spots frequented by Seafarers are the Jouston Hotel (pronounced Hugh-ston) and the Long Horn Bar and Grill.

North of the old docks is the old and charming quarter of the city called La Boca. This area has been a favorite seaman's haunt for centuries. Riverside Avenue (Costanera) which winds along the riverfront is the site of a popular bathing beach. The Boca district also has its own night-life attractions.

Just off the Avenida 9 de Julio, reputed to be the widest avenue of the world, is the large public market called the Mercado del Plata. Nearby the Avenida 9 de Julio is the Plaza Lavalle which has a huge complex of movie houses and theaters which hardly ever close.

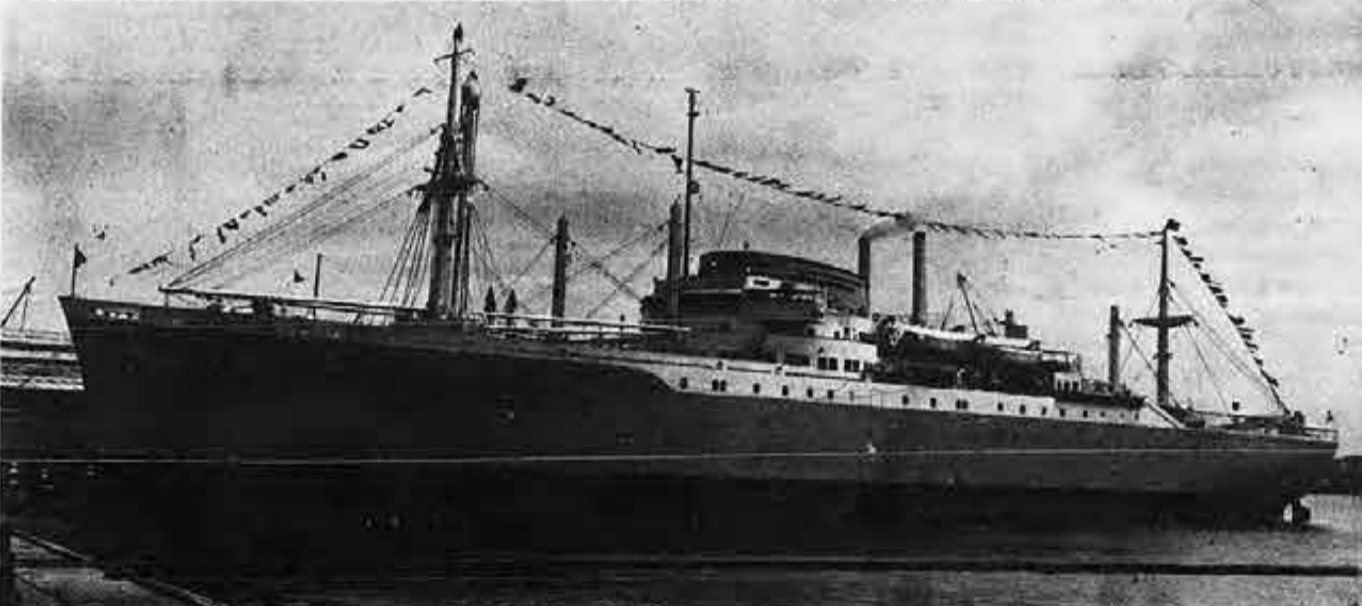
Among the SIU-contracted ships making stops at this delightful port is the Delta line which has a regularly scheduled run to Argentina. The popular American-flag luxury liners of the Delta Line, the Del Norte, Del Mar and Del Sud are frequent visitors to Buenos Aires.



Heavy overcoats on Lavalle Street strollers reveal that when it is summer in the United States it is winter in Argentina.



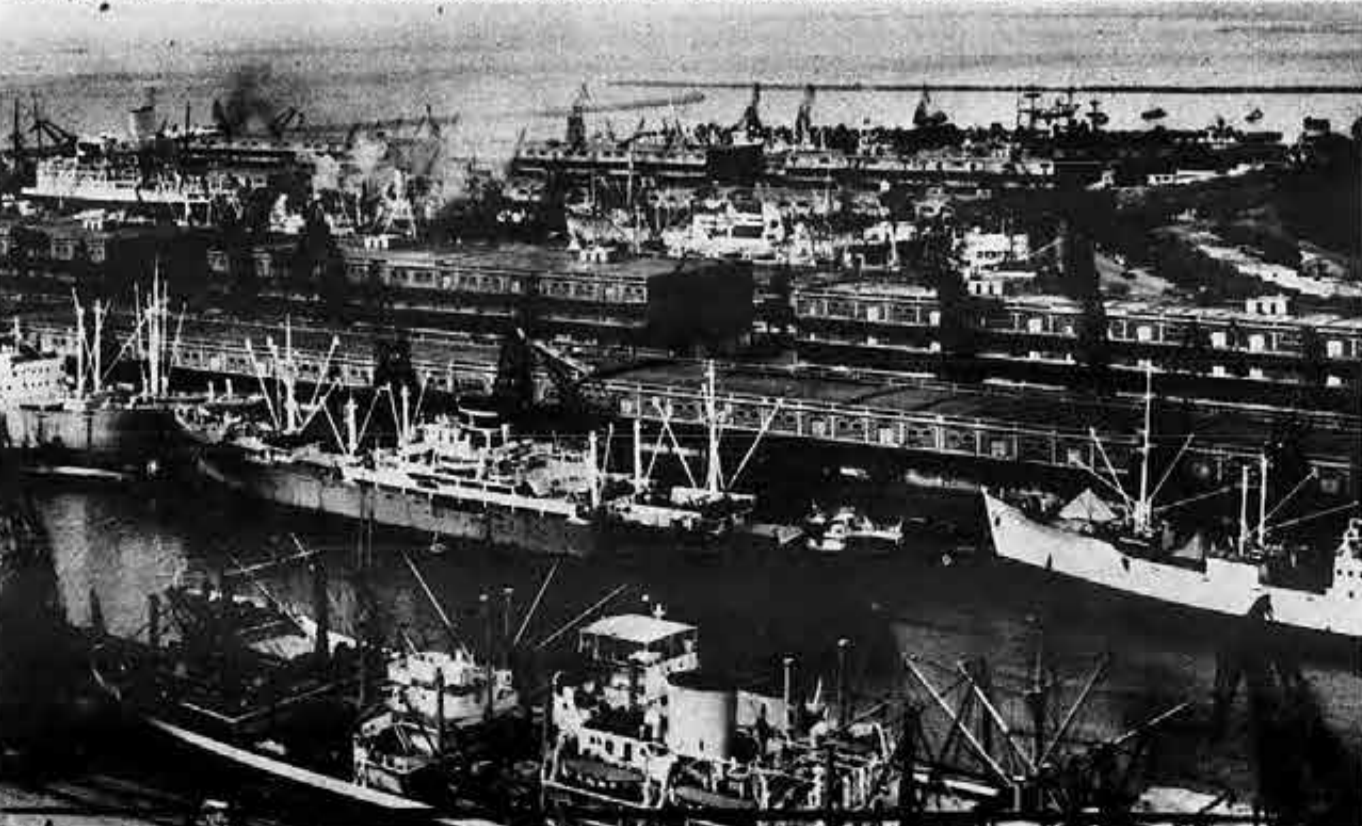
Florida Street is closed to traffic during the afternoon and it becomes filled with portenos (the people of Buenos Aires) who shop and walk about during lunch hour.



Among the many SIU-contracted vessels that are frequent visitors to Buenos Aires is the Delta Lines luxury passenger ship Del Sud. The 10,373 gross ton, 467-foot long cruise liner is shown about to leave the port of New Orleans with flags flying on its traditional passenger run down to Buenos Aires.



The tall, white obelisk commemorating the anniversary of the city's founding stands high above the traffic on a congested part of the Corrientes.



Buenos Aires, a favorite city for Seafarers is a sprawling, bustling and very active seaport. The waterfront area, perhaps the largest in the Southern Hemisphere, is often so crowded that deep-sea merchant vessels have to tie up side by side because there is no room for them at the crowded quays.

TRUE BLUE RONALD

DARLING of REACTION

in



“TURN BACK THE CLOCK!”

EVER since their overwhelming defeat in the 1964 presidential election the reactionary, right wing forces have been casting about for a Hollywood-type leading man around whom they could renew their efforts to turn back the clock in the United States. They think they have come up with the right man for the role in the person of Ronald Reagan—ex-motion picture and T.V. actor turned politician and representative of big business. He is running for Governor of California on the Republican ticket. He has taken the place of Barry Goldwater as the golden sword-bearer of the Right Wing.

Although he has abandoned—temporarily, at least—the silver screen, Reagan now mouths what is probably the worst script of his career—the credo of the Right Wing. His slogans are anti-labor, anti-union, anti-medicare, anti-social security, anti-unemployment insurance. He is against low cost housing, against aid to education, against unionization of farm workers and against the war on poverty.

He is wholeheartedly for Taft-Hartley Section 14B, “right-to-work” laws and the open shop.

Reagan has not forgotten the skills of the actor, however. With an eye toward pulling the wool over the eyes of the vast majority of California voters he has suddenly adopted the role of a “moderate” Republican. His extreme right wing statements have been temporarily laid aside, or at least toned down considerably. His contempt for the poor, the sick, the aged, the unemployed and the uneducated is not so evident as before. His opposition to the organized labor movement and all it stands for is not so loudly proclaimed.

Reagan's true beliefs are on record, however, and dog his political footsteps. He has repeated them loudly and often—first when he toured the country on the payroll of the General Electric Company and later on behalf of the Presidential candidacy of Barry Goldwater. With minor variations he has delivered and had reprinted the same speech, so many times that it has become known as “The Speech.” He has repeated it so often that it must be considered to represent his true philosophy, no matter what tune he sings now out of political expediency.

What is Reagan's “philosophy?” Even a quick reading of the Speech shows that it represents no real thought at all, but is simply a catalogue of petty spites and beefs tied together by a thread of contempt for the vast majority of the American

people. It is simply a blind attack on the federal government's efforts to improve the quality of American life and the security of the American people. It offers no alternatives to the programs it berates and belittles. It offers no cures whatsoever for existing social problems, and refuses to even admit that any real problems exist.

REAGAN'S absolute contempt for the poor shows clearly in his attack on the anti-poverty program. “We were told four years ago,” he says in The Speech, “that 17 million people went to bed hungry every night. Well, that was probably true. They were all on a diet.”

Addressing a Republican dinner in California, Reagan attacked unemployment insurance. “Unemployment insurance,” he said, “is a prepaid vacation plan for freeloaders.”

A Reagan attack on labor was reported in the Los Angeles Times. “I favor Section 14(b) of the Taft-Hartley Act, permitting states to outlaw the union shop,” the actor said.

He attacked civil rights in a San Francisco address on October 20, 1965, saying, “I would have voted against the Civil Rights Act of 1964.”

He attacked medicare in a Sacramento, California, address on August 3, 1965. “. . . the doctors' fight against socialized medicine (medicare) is our fight,” he said.

The catalogue is endless. He blasted urban renewal programs in another speech. “Meanwhile,” he told his listeners, “back in the city (he had previously been attacking the farm program), under urban renewal, the assault on freedom carries on. (It is) a program that takes from the needy and gives to the greedy. . . .”

Ripping a leaf directly from the right wing extremist handbook, he hints in another address that the progressive income tax is communist-inspired. “We have,” he decided, “received this progressive tax from Karl Marx who designed it as the prime essential of a socialist state.”

REAGAN has attacked TVA, the income tax, foreign aid, the United Nations, housing, civil rights laws, aid to education, Social Security, farm programs, the gold drain, unbalanced budgets, federal programs generally as “the

advance of socialism,” unemployment insurance, labor medicare, the Supreme Court, urban renewal, anti-poverty measures, and much more.

His “arguments” and “statistics” more often than not have been mere echoes of the wild claims and charges made by various right wing extremist groups. In urging reactionaries to bombard Congress with mail supporting right wing causes, he cites statistics taken directly from the Blue Book of the John Birch Society. In attacking social security he cites “statistics” quoted by John Roussetol, former California congressman and admitted Bircher. Other arguments he uses come either directly or indirectly from such extreme rightist groups as those of Gerald L. K. Smith, Fred Schwarz, Rev. Billy James Hargis and others.

Attacking and ridiculing programs is easy, however. The test of a leader or even a potential leader's worth is his constructive suggestions. What does he suggest to eliminate or alleviate existing problems. What does he propose to replace an existing program which he deems objectionable, but which is so important to the welfare of the American people?

ON the basis of this test, Reagan has proven himself not worthy of a single vote. There is nothing constructive in any of his statements. He would knock down what already exists without being able to build anything to replace it.

The political aspirations of Barry Goldwater and Richard Nixon came to grief for this very reason, and rightly so. A leader must know where he is going. He must plan for the future to cope with the changing needs of the people. Reagan and his fellow conservatives seem to know only the past, and lacking imagination and ability they wish only to return to the long outdated and inadequate solutions of the past.

His new political makeup men are hard at work trying to make the conservative, right wing Reagan look like a new man—a clear-thinking moderate, with plans for a better future for all Americans. But Reagan was never a character actor and the new part he plays does not suit him. He remains what he is—an extreme right winger, devoid of constructive ideas and filled with contempt for the American people and everything that has made America great.