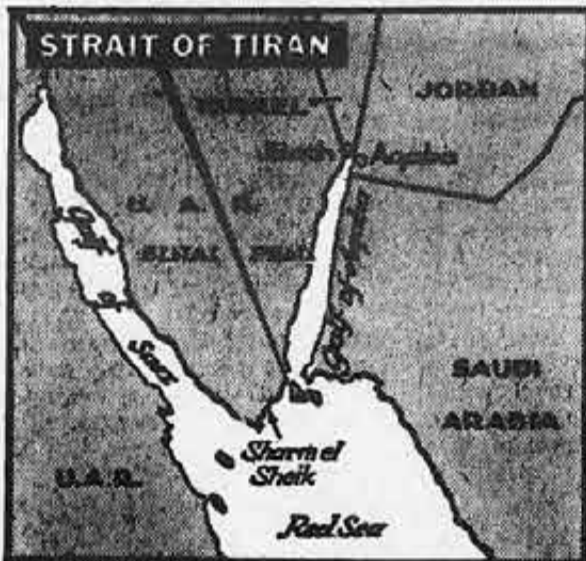


## AFL-CIO Raps Soviet 'Aggression by Proxy' In Middle East Crisis



**KEY AREA IN MIDDLE EAST CONFLICT.** Egypt's closing of the Strait of Tiran to Israel and blockade of Gulf of Aqaba (shown in map left) threatens freedom of the sea and International waterways and is at root of conflict between Israel and Arab nations. (Story on page 3.)

**AT PARADE IN SUPPORT OF ISRAEL.** Photo below shows part of contingent of SIU members who marched in parade up New York's Riverside Drive to express support of Israel in the Middle East crisis. Many Seafarers participated in demonstration. (See story on page 3.)



**IN VIETNAM.** SIU members and the ships they sail are steady callers in Vietnamese ports. In photo far left, SIU-contracted S.S. Neva West lays alongside dock in Cam Ranh Bay discharging cargo of supplies. In photo (left) Seafarer Flem Clay stands gangway watch on Sea-train Carolina in Saigon. (Story on page 16.)



**SIU HALTS SNUG HARBOR EVICTIONS.** Prior to entering courtroom, SIU Representative George McCartney (left) explains to Snug Harbor residents some aspects of Union's battle to halt their eviction. Scene is lobby of New York State Supreme Court in Manhattan. Eviction stay was issued by Court. (See story on page 3.)



**PROTEST N. Y. STRIKE BAN.** Madison Square Garden was filled and thousands of union members overflowed into the streets at rally protesting harsh New York State law barring public employee strikes. In photo above SIU President Paul Hall addresses mass meeting of 25,000 which was sponsored by the State, County and Municipal Employees Union, the Transport Workers Union and the United Federation of Teachers. (See story on page 2.)



## Senate Kills FDL Ship Proposal; Rescinds Previous Funds Allotted

WASHINGTON—One of Defense Secretary Robert S. McNamara's pet projects, the enormously expensive and controversial Fast Deployment Logistics ship program, has been overwhelmingly turned down by the Senate.

The House of Representatives passed a bill last month whereby the Defense Department would have been permitted to contract for construction of four of the giant ships which were to have been stationed at sea for quick dispatch to trouble spots when needed. However, the Senate vigorously refused to accept the FDL Allotment.

The withdrawn FDL authori-

zation was only one portion over the overall defense appropriation voted by the House. The balance of the bill went to President Johnson for action intact.

Although it is expected that McNamara will try again next year, the future of the FDL program looks extremely doubtful since the Congressional action not only refused authority to go ahead and contract for five of the ships during fiscal 1968, but took the unusual step of rescinding previous authority—voted in 1966—to proceed with two.

Dismayed by such determined opposition in Congress, Defense officials were undecided immediately on what to do next but indicated that there were two alternatives. One is to drop the FDL program and pay off the competing contractors—General Dynamics, Lockheed and Litton Industries—for work done thus far. The other would be to consider the designs and contracting programs submitted by the three companies, pick the best one for possible use and then see how Congress treats the program in the future.

The program, strongly opposed by maritime labor and others in the maritime industry, was junked chiefly because of the vast amounts of money potentially involved and the belief that other less costly ways could be found to serve the same purpose with ships which could be used for commercial purposes as well. The Defense Department's plan was for a fleet of 30 FDLs which would have cost a minimum of \$1 billion to build over and above the cost of constructing a completely new shipyard to turn them out.

In a unique plan for the merchant marine to benefit from naval research, the conferees added an amendment to their appropriations bill which directed the Defense and Navy Departments as follows: "Due regard shall be given in all appropriate naval research programs to benefits which may accrue therefrom to the American Merchant Marine."

The authorization bill, which provides for a total of more than \$21 billion worth of defense procurement, was then forwarded to the White House for action.

## SIU Defeats Bridges Raid On West Coast

SAN FRANCISCO—The Seafarers International Union of North America won a resounding victory over Harry Bridges' International Longshoremen & Warehousemen's Union in a National Labor Relations representation election held May 25 among workers at a sugar refining plant near here.

Bridges' raiding attempt was defeated when workers at the California & Hawaii Sugar Refinery, located in Crockett, California, about 40 miles from San Francisco, voted for continued representation by the SIU Sugar Workers' Union Local 1, AFL-CIO, by a margin of 659 votes for the SIU to 386 for Bridges' union.

There were three voided ballots and 27 for "neither union" cast in the NLRB-conducted election.

The 1,250 workers at the California and Hawaii refinery plant had been represented by the SIU Sugar Workers Union, which began negotiations with the company for a contract renewal this Spring. When negotiations with the company reached an impasse in May, Bridges stepped into the picture and made his ill-fated raiding attempt, demanding the NLRB representation election. The ILWU already represented about 185 warehousemen in the plant.

Drozak said that the SIU Sugar Workers local had called on the company to meet immediately to discuss a new contract.

## Rally by N. Y. Municipal Employees Protests State Anti-Strike Law

NEW YORK—In one of the largest labor rallies ever held here, twenty-five thousand New York City municipal employees packed Madison Square Garden to capacity to protest against a new law enacted by the state legislature which would prohibit public employees from striking.

The rally was sponsored by the Transport Workers Union, the United Federation of Teachers and District Council 37 of the American Federation of State, County and Municipal Employees.

The rally's cheering crowd made the pledge "that we three unions, together representing a force of great power, pledge to stand together representing a force of great power, pledge to stand together in defense of one another until this evil law and its promoters are left in the dust of history."

A pledge was also made to strike "when sufficiently aggrieved," des-

pite the law's prohibitions and penalties and to "devote particular attention to those legislators who foisted upon us the Rockefeller-Travia Act." The references were to New York State Governor Nelson A. Rockefeller, original sponsor of the bill, and New York State Assembly Speaker Anthony J. Travia, who guided the bill through the New York State Legislature.

### Severe Penalties

The unions' opposition to the new legislation centers on the severe penalties it would impose upon municipal employee unions that violate the no-strike ban. A public employee's union in New York State can be fined up to \$10,000 a day for each day it is on strike. The law could fine a union out of existence by breaking its treasury.

A number of labor union leaders were guest speakers at the rally, including SIU President Paul Hall, who pledged the support of the SIU in the fight to remove this oppressive law from the books.

Other speakers included the three international union presidents, Jerry Wurf of AFSCME, Matthew Guinan of TWU, Charles Cogen of AFT, Raymond Corbett, president of the State AFL-CIO, and Bayard Rustin, director of the A. Philip Randolph Institute. The rally was chaired by Victor Gotbaum, executive director of District Council 37, AFSCME.

## Report of International President



by Paul Hall

Hardly a day has passed in recent months without some mention in the press of the desire on the part of Administration officials to allow a percentage of American ships to be built in foreign shipyards.

Proponents of the so-called "Build Abroad" program declare that there is a simple logic in the idea as they claim that a ship can be built in a foreign shipyard for about half what it costs in the United States. All things being equal, this simply is not true. A more realistic picture is drawn from a recent instance in which a British shipyard was underbid by 19 per cent by an American yard until the Department of Defense relaxed quality standards to a point where the British firm was able to under-cut the U.S. price by a mere 4.5 per cent. That is a far cry from 50 per cent.

Those who favor building abroad, however, insist that there would be substantial savings through such a program and fail to look beyond the actual cost of a vessel on paper to the many disadvantages involved.

The arguments against foreign construction of American Ships far outweigh the weak case that is presented for it.

It has been estimated that Transportation Secretary Alan S. Boyd's proposal to build U.S. merchant ships abroad would result in the loss of thousands of Americans' jobs and deprive U.S. industry of close to \$1 billion worth of business annually. That in itself, together with the adverse effect such a program would have on this country's balance of payments, should be reason enough abandon the plan.

The facts are clear. In order to realize appreciable savings by building abroad, the Administration would be forced to sacrifice the high calibre of quality and safety standards which are expected in American ships as a matter of course.

Much of the money, saved because workers in foreign yards have a lower standard of living than we have here and can work more cheaply than American workers, will be taken directly from the pockets of our own labor force by depriving vast numbers of our citizens of jobs. This may provide a windfall for some American businessmen but it can't help but prove costly to the economy of the nation as a whole.

A U.S. worker who loses his job to a foreign worker doesn't pay taxes on his income because he has no income. He can't buy American goods and services because money he might have earned is being used to pay workers abroad who, in their turn, are buying goods and services in their own countries. The forcibly idle U.S. worker is then forced to turn to his government for assistance through unemployment insurance.

It is not just the shipyard workers who would lose their jobs because of foreign shipbuilding, either. Steelworkers, electrical appliance manufacturers and many more would also be affected.

The SIU and unions affiliated with the Maritime Trades Department are vigorously opposed to any concept which will allow even a small percentage of American merchant vessels to be built abroad.

Those who would preserve our high living standards and American way of life would do well not to take the possibility of building American ships abroad lightly. If the Congress establishes a precedent by authorizing such a program, the way would be paved for other corporations to follow the shipping companies overseas. Cheap labor and lenient working conditions are no less attractive to big business today than they were before the labor movement in the United States won for American workers the high standards they enjoy today.

## Total Upgraded Now 149

## Seafarers Upgrading Produces Two More Licensed Engineers

Two additional Seafarers have been added to the ever increasing list of those who have passed Coast Guard examinations for an engineer's license after completing the course of study offered by the SIU-Marine Engineer's Beneficial Association, District 2-School for Marine Engineers. A total of 149 Seafarers have now

still resides in Philadelphia. Gabor is 41 years old and joined the SIU in 1955 in Houston.

William Bamberger sailed as an oiler and FWT before receiving a second assistant engineer's license. He is 44 years old and joined the Union in 1957 in San Francisco. Born in the Philippines, he lives in Daly City, Calif.

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



Bamberger



Gabor

upgraded themselves to an engineer's license.

A newly-licensed second assistant engineer, Bernard Gabor sailed as an oiler. He was born and



Members of public service unions register their mutual opposition to so-called Rockefeller-Travia law which provides crippling penalties against their organizations if they go out on strike. Mass rally at Madison Square Garden was one of largest ever to be held in New York.



# AFL-CIO Raps Soviet 'Proxy Aggression'

WASHINGTON—With freedom of the seas and the use of international waters threatened by Egypt's closing of the Gulf of Aqaba and blockade of the Strait of Tiran, organized labor has declared itself solidly behind President Johnson in the use of all diplomatic channels to ease the Middle East crisis but pointed out that the situation cannot be solved through appeasement of "Soviet aggression by proxy."

George Meany, President of the AFL-CIO, said in a statement that the trade union movement welcomes Johnson's declaration that the Egyptian actions are "illegal and potentially disastrous to the cause of world peace."

In a communication to Johnson on behalf of the Maritime Trades Department, SIU President Paul Hall, who is also president of the MTD, said:

"The Maritime Trades Department (AFL-CIO), consisting of 37 national and international unions of the AFL-CIO, representing close to six million members, pledges its full support and cooperation in your quest for peace in the Middle East conflict.

"As citizens, as trade unionists, and as parents, we are convinced that freedom can be made secure not by appeasement but a firm foreign policy."

Both pledges of support were issued just days before

Mid-East tensions exploded into a shooting war between Israel and the Arab countries.

Meany also voiced the AFL-CIO's support of the President's "unequivocal reaffirmation" of the policy of Presidents Truman, Eisenhower and Kennedy that the U.S. "strongly opposes aggression" in the Middle East, by anyone in the area, in any form, overt or clandestine."

The primary cause of the crisis in the area, Meany asserted, is the Soviet Union which "has armed Nasser for aggression and led him to expel the UN peace-keeping force and to violate the freedom of the seas."

The AFL-CIO president emphasized that, aided and abetted by the U.S.S.R., "Nasser is frantically rallying all Arab countries for a war to destroy Israel" and that the Egyptian dictator has boasted that "the Soviet Union stands with us in this battle."

In the present crisis, Meany warned, "Israel is the first target of Soviet aggression by proxy (Nasser.)" But, he added, Israel is not the only or the last target. "The freedom and security of the entire free world are the real and final target of the Communist aggressors."

Meany's statement came as the UN Security Council continued its debate on the Middle East crisis and free world governments were consulting on the best methods of meeting the Soviet-mounted challenge.

In his statement, the federation president declared that "American labor favors the President's policy of utilizing all diplomatic channels, inclusive of the UN, and seeking combined efforts by the maritime powers to secure a just settlement of the present crisis in the Middle East." He continued:

"However, the Soviet government and its Communist bloc would make a fatal error to assume that our country's exhaustive diplomatic efforts for a just peace means that the United States would, in the process, become exhausted and appease aggression by accepting such actions which President Johnson has appropriately branded illegal and potentially disastrous to the cause of peace."

If Nasser and the Soviets were to succeed in their aggression, Meany warned, other Middle East countries would lose their national independence and the USSR would succeed in its drive to take over the Red Sea-Arabian Peninsula-Persian Gulf region and to deny the free world access to its energy resources.

Earlier, the International Confederation of Free Trade Unions had called on the UN to "assume its full responsibility in carrying out its peace-keeping functions" in the Middle East.

## SIU Action Halts Eviction Of Snug Harbor Mariners



Sigard Kraft, 73, a Snug Harbor resident mariner, looks on while an employee of the elderly mariners' home returns Kraft's belongings to his room after SIU won a restraining order that rescinded his eviction.

NEW YORK—The Seafarers International Union won a stay this week in New York Supreme Court prohibiting the Trustees of Sailors Snug Harbor from taking any action to evict resident mariners for nonpayment of

newly-instituted charges until a disposition is made of all court proceedings instituted by the Union. The SIU has been waging a legal battle in behalf of the residents of the Staten Island, N.Y., home to set aside an order issued earlier this year permitting the levying of fees for the first time in the home's history.

The resident mariners and the SIU maintain that any charges levied against the men, who range in age from the late 60's to the 90's, are in direct violation of the terms of the will of the late Captain Robert Randall who founded Snug Harbor in 1801. The will set up a trust which provided for the free care and maintenance of seamen no longer able to "go down to the sea in ships."

The latest round in the battle developed on the Monday before Memorial day when Trustees of the Snug Harbor posted a notice saying that any resident who failed to pay stipulated charges by 11 a.m. would be evicted that day.

When the belongings of a number of the residents were removed

from their rooms, the SIU went immediately to the Supreme Court and won an order halting the evictions and ordering the men's belongings returned to their quarters.

At a three-and-a-half-hour hearing Friday, June 2, Judge Charles G. Tierney recommended that the retired mariners pay, under protest, any charges imposed on them pending final determination of the action instituted last April by the SIU in which the Union seeks full investigation of all areas of Snug Harbor operations and the permanent dropping of any costs to the residents. Subsequently the judge issued the order barring any evictions for nonpayment.

Based on information provided by the SIU, state Attorney General Louis Lefkowitz's office joined with the union in calling for a complete probe of the administration and finances of the retirement facility.

Last February, Justice Tierney authorized the Trustees to charge the old timers for their room and board starting May 1 for the first time in 166 years.

## U. S. Maritime Course 'Suicidal' Congressman Tells MTD Meeting

WASHINGTON—In a recent speech at the weekly legislative meeting of the Maritime Trades Dept. Congressman Lloyd Meeds (D-Wash.), called this country's neglect of its merchant marine "suicidal" especially in light of the threat of war in the Middle East and the conflict in Vietnam.

Meeds said that the Middle East crisis and Vietnam are directly related to the problems facing the U.S. merchant marine.

"It is our merchant marine," said the Congressman, "that our country must rely on in times of crisis. It is the merchant marine that is now carrying the men and equipment to Vietnam; and it is the merchant marine to which we will have to turn if we become involved in a shooting war in the Middle East."

The Congressman noted that the U.S. is at present stretching its merchant marine resources almost to their limit to supply our forces in Vietnam. He expressed deep concern that if another conflict of arms were to break out anywhere else in the world, the U.S. might not have enough ships to supply forces on two fronts.

### Fleet Diverted

To maintain a sealift to Vietnam, the U.S. has had to divert a major portion of its fleet away from the carrying of commercial cargoes and has also had to dig deeply into its reserve fleet.

If the crisis in the Middle East erupts into a serious conflict, Meeds predicts that the U.S. will have to surrender the last of its commercial trade and also pull every last ship out of the reserve fleet.

Congressman Joseph Addabbo (D-N.Y.) who also spoke at an MTD Legislative meeting, decried the present state of the nation's merchant marine. He said that since the end of World War II, the federal government has been meager in its contributions to ship construction.

"The result is," said Addabbo, "that the United States has allowed itself to slip from first to fourteenth place in shipbuilding among the major maritime powers."

Both Congressmen expressed distaste for the proposals of Secretary of Transportation Alan S. Boyd which calls for new ship

construction to be done in foreign shipyards.

Addabbo said Boyd's proposals would disrupt our economy by causing many workers to lose their jobs; disrupt our national security by forcing our emergency shipbuilding needs to be dependent on the production ability of foreign shipyards, and disrupt our already poor balance of payments standing by allowing more gold to flow overseas.

Congressman Addabbo, a member of the House Appropriations Committee, offered a three point program that would help to rejuvenate the U.S. merchant

marine.

He would first like to see the Maritime Administration made an independent agency.

Secondly, he feels it is essential that Congress grant larger subsidies for shipbuilding.

Lastly, he believes that enough ships should be built, in all types and sizes, to enable this country to carry the major share of its own waterborne cargoes on American-flag vessels.

Both Congressman Meeds and Congressman Addabbo concurred on a policy that would have all of this country's merchant fleet be American-built, American-owned, and American-manned.

## SIUNA 13th Biennial Convention To Begin June 21 in Washington

WASHINGTON—The Thirteenth Biennial Convention of the Seafarers International Union of North America will convene on Wednesday, June 21, at the Statler-Hilton Hotel here.

Delegates representing SIUNA affiliates from the United States, Canada, and the Caribbean will attend what is expected to be the largest SIUNA convention ever held.

The delegates will represent the more than 85,000 members of SIUNA District and Local unions and will convene through June 27.

They will deal with matters of concern to the International, the U.S. labor movement, the maritime industry, and the crafts and industries represented by SIUNA affiliates. They will also map future International policies and programs and hear reports of the affiliated unions.

Convention delegates will be representing deep sea Seafarers, tug and other inland water boatmen, railroad marine tugmen and dredgemen, fishermen, cannery workers, and workers employed in the transportation services and other allied crafts.

During its daily sessions the

week of June 21-June 27, the convention will hear from a number of speakers representing the maritime industry, the organized labor movement, and numerous governmental agencies.

The AGLIWD delegates to the convention are: Juan Cruz, C-156; George Dacken, D-26; Rex Dickey, D-6; Joseph DiGiorgio, D-2; Frank Drozak, D-22; Paul Drozak, D-180; Norman W. DuBois, D-475; John Fay, F-363; Leon Hall, H-125; Paul Hall, H-1; William Hall, H-272; William Jenkins, J-78; Anthony Kastina, K-5; Alexander T. Kerr, K-7; Vincente Lawsin, L-368; E. B. McAuley, M-20; Robert Matthews, M-1; Frank Mongelli, M-1111; Edward Mooney, M-7; Louis Neira, N-1; Earl Shepard, S-2; Gordon Spencer, S-1162; Freddie Stewart, S-8; Cal Tanner, T-1; Keith Terpe, T-3; Steven Troy, T-485; Lindsey J. Williams, W-1.



# House Committee Refuses to Allot Any Funds for Foreign Shipbuilding

WASHINGTON—The House Appropriations Committee has acted to prevent the construction of any American-flag merchant vessels in foreign shipyards in the Fiscal Year 1968 Appropriations Bill it recently reported favorably to the House for action.

The bill (H.R. 10345), which deals with appropriations for various Government departments—including the Maritime Administration—states specifically that "No part of any appropriation contained in this title shall be used for construction of any ship in any foreign country." The

committee reported the bill favorably to the full House for action.

The provision of the bill barring any foreign construction of American-flag merchant ships is a direct and unequivocal rejection of proposals being pushed hard by Transportation Secretary Alan S. Boyd and the Administration that would authorize construction in foreign shipyards of vessels for documentation under the American flag with coastwise privileges.

### Boyd Proposal Rejected

The Boyd proposal has been flatly rejected by the SIU, the AFL-CIO Maritime Trades Department, many other segments of the maritime industry and other interested parties.

The House Appropriations Committee handed Boyd and the Administration a second defeat in reporting the bill favorably by practically directing continued operation of the Nuclear Ship Savannah. Boyd and the Administration have sought to lay up

the vessel as a cost saving device, but the committee stated that it would not be in the best interests of the United States to lay up the world's first nuclear-powered merchant ship—even temporarily.

As reported to the House for action, the appropriation measure calls for \$139 million in construction differential subsidies for Fiscal Year 1968—enough to cover the construction of 13 modern vessels—the same number of vessels covered in construction appropriations for Fiscal 1967.

The new appropriation represents a continuation of the past new vessel construction program which has been generally recognized as totally inadequate to slow the continuing deterioration of the U. S. maritime industry or the eventual mass-obsolescence of the American-flag merchant fleet. U. S. maritime labor and management has called for a new construction program of at least 50 ships a year as a beginning toward halting American maritime's steady decline of the past 20 years.

## Lakes Seafarer Awarded Purple Heart in Vietnam

WASHINGTON—SIU Great Lakes District member Thomas Crawford who sailed on vessels operated by the Ann Arbor Railroad Company until entering the Service in October, 1965, has been awarded the Purple Heart for wounds received in Vietnam.

Seafarer Crawford, now a Specialist 4th Class was recuperating at Walter Reed General Hospital in Washington, from wounds received in Cu Chi, Vietnam, while on a search and destroy mission with his outfit, the 25th Infantry Division, 5th Infantry (Mechanized), 1st Battalion, Company A. He was recently transferred to Hines Memorial Hospital, Hines, Ill.

Crawford, 23, who makes his home in Manistique, Michigan, began sailing for the Ann Arbor RR following graduation from Frankfort, Michigan, High School. He entered the service in October, 1965. Following basic training at Fort Devins, Massachusetts, he was assigned to Vietnam in August, 1966 as a rifleman.

By a strange quirk of fate, Specialist Crawford had the added assistance of a real family touch in speeding his recuperation because his cousin, Major Pettrina M. Mead, is a military nurse stationed at Walter Reed.

## SIUNA Oil Workers Win New Contracts With Standard Oil

BAKERSFIELD, Calif.—Members of the SIUNA-affiliated International Union of Petroleum Workers have approved new contracts with the Standard Oil Company and subsidiary companies which cover five bargaining units.

The five units are: the Classified Field Contract, Chevron Research Company Contract, Bakersfield Refinery Contract, Office Buildings Contract and the Salt Lake Refinery Contract.

All five contracts provide for retroactive adjustment to February 1 of the 14-cent general wage increase, the increased shift differential to 10 and 20 cents for afternoon and morning shifts and the \$3.50 contribution to employee dependent medical insurance.

### Two Year Pacts

A four per cent general wage increase will become effective on January 1, 1968, for all five units. All contracts will run for a two year term.

The settlement came after a prolonged series of negotiations between the IUPW and the oil companies.

In a letter to SIUNA President Paul Hall, the IUPW expressed its sincere thanks to the International for the support the SIUNA and its affiliates gave during the dispute.

In other contract negotiations, the IUPW and the Alaskan-based Northern Oil Operations Inc. and Polar Oil Field Services Inc., have concluded a contract which awaits the ratification of the membership.

## New Maritime Museum Dedicated in N.Y.



This old fashioned gaff-rigged schooner was part of the exhibit on display for visitors to South Side Maritime Museum, May 22. Paintings, models and a history of the maritime industry were featured.



Visitor to museum reads about sea chantees reprinted from SIU newspaper, Seafarers Log.

## The Atlantic Coast



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

The recent action of the British Government against owners of the Torrey Canyon, points out another menace that runaway flag ships institute to international shipping.

Britain has filed suit against the owners of the Torrey Canyon, and has yet been unable to name them. The ship is owned by an

American company, operated by a Bermuda based firm, chartered to a company in Britain, manned by Italians. The ship's owners can hide behind a smokescreen of different registrations and continue to operate vessels that fail to meet safety standards required of U. S. flag ships.

It is difficult to determine how effective the legal action will be if the owners cannot be named. In its haste to avoid unionization and high standards of safety, the Torrey Canyon and other ships under runaway-flag operation continue to pose a hazard to valuable land resources, other ships and the very lives of their crews.

The British have taken legal steps to prevent the Torrey Canyon's sister ships, the Lake Palourde and Sansinea from making oil deliveries to British oil firms. If these ships enter British waters, England has the right to hold them until the owners identify themselves and post a cash bond. This of course, is something they would be reluctant to do.

### New York

After a vacation, Allen Bell is looking for a steward's job on any ship, any place. Allen's last ship



Padro

Ahearn

was the Selma Victory, one of many the 28-year veteran has sailed on.

Frank Naklicki and Pedro Padro are looking for Steward Department jobs after sailing through a rough storm aboard the Sea-Land Summit. Both men have over 25 years with the SIU.

### Baltimore

A. W. McCullum has been pretty busy recently. He just left the Long line in time to catch the Vietnam-bound Seatrain Maine. A. W. also made a long trip as chief steward aboard the Choctaw Victory and has barely had time to catch up with his old buddies around the hall.

T. D. Foster is looking for a berth after four months on the beach recovering from an accident. He joined the SIU in 1944. His last ship was the Portmar.

### Boston

Charles Krause wants to spend some time with his family after a voyage on the Beaugard as a messman. Charlie has 26 years of service.

Arthur Ahearn is ready to grab the first job to be put on the board. A 23-year veteran, his last job was on the Sagamore Hill.

The port of Boston is sorry to hear of the passing of Sam Bayne, a pensioner and a good union brother. He will be missed by the membership.

### Philadelphia

Shipping has been good here and all Seafarers looking to ship out have been accommodated.

Anthony Adomatis reports that the horses beat him again and he's ready for recovery at sea. He last sailed on the Petrochem.

Arthur Samson is registered and ready for a job with the black gang. His last job was aboard the Columbia.

Joe Brooke had a good season at Garden State race track and the 26-year SIU veteran is now registered for work. He last made the Fred Korris.

### Puerto Rico

Repairs will keep the Seatrain San Juan from the island run for more than a month. Shipping is holding it's own in this port.

Keith Foster, one of our old-timers, is visiting friends after sailing the Seatrain San Juan on the Puerto Rico run.

Luis Cepeda, Miguel Salcedo and Bertrand Hoffman also sailed on that ship and will enjoy picking her up again.

### Norfolk

Reports are that good shipping will continue in this port. The Ocean Ulla will undergo repairs and expects to crew up again in July.

Lucien Drew hopes to sail soon as a chief. Lucien put in an eight-month voyage aboard the Baltimore visiting Far East ports.

Frank O'Malley, 15 years with the SIU, is taking a short rest and will then look for a pumpman's job. He served on the Transhuron in that capacity during the Far East run.

Fred Hicks reports repairs to the Norina caused a 30-day stay in Sicily. Fred sailed as steward and is now looking for another run.

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## The Pacific Coast

by Frank Drozak, West Coast Representative



California State Senator Eugene McAteer died at the age of 51 recently. He was a great friend of labor and won much labor support in the upcoming primary for Mayor of San Francisco.

We have helped set up a hiring hall in Delano for the Delano farm workers. A no-raid agreement has been set up between the Farm Workers and the Teamsters.

A raiding attempt by Harry Bridges International Longshoremen's and Warehousemen's Union failed when SIU Sugar Workers' Local 1 at the California & Hawaii Sugar Refinery in Crockett, Calif., defeated them in a National Labor Relations Board Representation election.



Skendelas Krieg

### San Francisco

Shipping remains excellent in the port of San Francisco and the outlook for the next few weeks indicates there should be a large number of pay-offs and sign-ons. Jobs are plentiful in most departments especially for AB's, oilers and FWT's.

During the last period we paid off the *Cosmos Trader*, *Express Virginia*, *Ashbury Victory*, *Steel Designer* and *San Juan*. Sign ons included the *Steel Designer*, *San Juan*, *Enid Victory*, *Belgium Victory*, *Cosmos Trader* and *Selma Victory*.

### Wilmington

Shipping has been on the slow bell here, but it is expected to pick up shortly. Several ships are due in transit and the *Seatrains Florida* and *Linfield Victory* are scheduled for payoffs. We have sent some men to *Seattle* and *San Francisco* for replacements. Rated men in all departments are welcome.

**Ed Lane** dropped by the hall to say hello after a stay on the *Mankato Victory*. He headed for the Gulf area to visit old friends.

**Bill Datzko** has been scanning the boards looking for a chief cook's or cook-bakers job. Plenty of jobs should be available when the payoffs come in.

### New SIU Pensioner



Adolph Miller (R) is presented with his first pension check by SIU Patrolman Charlie A. Moser at the Norfolk hall recently. Miller was a member of the IBU.

### Seattle

Shipping here is good for rated men and no change is contemplated.

Payoffs included the *Seatrains Louisiana*, *Seatrains New Jersey*, *Madaket*, *Steel Traveler*. These vessels also had signons. Serviced in transit were the *Walter Rice*, *Anchorage*, *San Juan*, *Los Angeles*, *Yorkmar*, *Seattle*, *Sagamore Hill* and *Halalua Victory*.

**Alfonse (Frenchy) Michelet** is waiting for an oilers job on the Alaskan run after a slot on the *Belgium Victory*.

**Gus Skendelas** is another old timer ready to go. He was chief steward on the *Ames Victory* and after a few weeks home, Gus said he's scanning the boards again.

### Prominent Doctor Cites U.S., Canadian Studies

# Unnecessary Tonsillectomies Result In Deaths of Hundreds of Children

A nationally known physician last month charged publicly that the lives of children are considered expendable by some members of the medical profession whose greed for fees outweighs their sense of duty to their patients.

Speaking at the annual meeting of his state's Medical Society in Milwaukee, Dr. Charles Lobeck, pediatrics department chairman of the University of Wisconsin, said that at least 90 and perhaps 315 youngsters die in the United States each year from tonsillectomies which were not necessary to begin with.

Lobeck charged that 90 per cent of the million tonsillectomies performed annually in this country are unnecessary and quoted two studies on the number of deaths involved. A poll conducted from Baltimore showed 100 such deaths yearly and a Canadian survey came up with an even more alarming total of 350. Based on the figures, only between 10 and 35 of these lives need have been endangered at all. It was found that in 18 per cent of these opera-

tions the child lost 10 per cent of his blood volume through hemorrhage. Most deaths resulted from anesthesia or inhalation of blood and secretions.

The attitude of doctors toward tonsillectomies is indicated in the reply received by Dr. A. B. Schwartz, a Milwaukee pediatrician, when he asked another surgeon if all the operations were necessary? His answer was: "If I don't take them out someone else will."

These observations by Lobeck and Schwartz recall comments on other needless surgery which appeared recently in "The Decline of the Medical Profession in Public Esteem," a booklet published by the Milwaukee Labor Press. Here, Dr. Richard TeLinde of the Johns Hopkins University school of medicine confirmed the

prevalence of unnecessary operations, particularly in women.

A professor of gynecology, TeLinde said a survey of five non-teaching hospitals in Tennessee, Virginia and Kentucky showed that of 906 pelvic operations performed on women, 28 per cent were unjustified and 32 per cent more were undetermined or only partially justified.

Although the American College of Surgeons has denounced such abuses publicly — particularly unnecessary hysterectomies, uterine suspensions and Caesarian sections — needless surgery continues in these and other cases. Arbitrary gall bladder removal is on the increase and the taking out of a healthy appendix — which long ago became a topic for cartoonists and comedians through its widespread practice—still remains high on the list of many doctors as the means to raise some fast money.

### No Joke To Patient

To the patient who is conned into paying the bills and risking his life for the sole purpose of fattening the doctor's wallet, however, the humor is sadly lost.

The author of "The Healers," a surgeon who remained anonymous for obvious reasons, may have summed up the whole problem in this best-selling book when he wrote:

"If there is any single underlying element to which we can attribute much or all of the corruption in medicine today it is that most of it is practiced for money.

"Of all the people who go to see a doctor, more than 75 per cent would get well without any medical treatment whatsoever . . .

"The overwhelming majority of patients who submit to some form of surgery in a hospital or doctor's office do not require this surgery; their condition is not improved by this surgery; in my opinion, they constitute more than 75 per cent of all instances of surgery."

## Sir Francis and Gypsy Moth Circle the Globe



Sir Francis Chichester brings his 53-foot ketch *Gypsy Moth IV* past Plymouth Breakwater in England. Ship crossed finish line under full sail, May 28, after completing voyage around the world. The trip covered 28,500 miles, making one stop in Australia last December. The 65-year-old seaman manned ketch alone. Huge crowd cheered his arrival.

**PLYMOUTH, England**—Sixty-five year-old Sir Francis Chichester arrived home in Plymouth last week to be greeted by a welcoming fleet of over 200 pleasure boats, fireboats sending huge arches of water into the air, blasting horns and sirens and a cheering crowd of about 40,000 of his countrymen. The huge celebration was in honor of his safe return from his solo 226-day, 28,500-mile trip around the world in the 53-foot ketch *Gypsy Moth IV*.

Chichester appeared in good health and spirit as he stepped ashore on the 119th day of the 14,750-mile last leg of his journey from Sidney, Australia. He reached Sidney on December 12, after a voyage of 107 days that began at Plymouth on August 27 and took him alone around the Cape of Good Hope and across the Indian Ocean to Sidney.

After 47 days spent in Sidney regaining his strength and repairing his vessel, which was severely damaged by a storm in the Indian Ocean, he began the homeward leg of the journey on January 29 when he left Sidney to round Cape Horn and sail the Atlantic back to Plymouth.

The hero's welcome Chichester received on his return was well deserved because he had to fight all alone some of the worst weather imaginable. Outward-bound, heavy seas in the

south Indian Ocean smashed the vessel's automatic steering gear—a device which allowed him time to sleep, eat, navigate, change sails and perform other necessary tasks.

At a low ebb both physically and mentally at that point, he temporarily decided to abandon the entire voyage. But his depression soon passed and he managed to patch together a makeshift steering gear that worked well enough to cover the remaining 2,750 miles to Sidney.

"When I knew it would work," he said, "a kind of elation came over me. I thought, 'I am a sailor. Something has gone wrong, and I am all alone, but I am getting around the obstacle by myself.'"

Homeward bound, just two days out of Sidney and sailing at the edge of a 75-knot tropical hurricane, an enormous freak wave flipped the *Gypsy Moth* over on her side while Chichester slept in the cabin. Fortunately, damage was slight to the vessel and Chichester himself suffered only a cut lip. He cleaned up the mess, made repairs and continued. But the worst was yet to come, rounding Cape Horn.

The *Gypsy Moth* is a two-master yacht measuring 53 feet in length and 10 feet, five inches in the beam. She carries 854 square feet of sail.

## SIUNA Fishermen Strike New Bedford Seafood Companies

**NEW BEDFORD, Mass.**—The SIUNA-affiliated New Bedford Fishermen's Union struck the Seafood Producers Association after 11th hour contract talks resulted in a lack of honest collective bargaining on the part of the association.

Negotiations had been under way since April 22. Fishermen had voted 334-74 to strike if a new contract settlement was not reached.

"The full effect of the strike actually will not be felt for a week to ten days," said Austin P. Skinner, union secretary-treasurer. He added that 90-per cent of the 200-vessel fleet was out fishing when the strike was called.

Fishermen will complete their trips, sell their catches, and then tie up their vessels to join the picket line.



**AFL-CIO Ends Sponsorship**

**Edward P. Morgan Accepts Post With Educational TV**

WASHINGTON—The 12-year sponsorship of radio newscaster Edward P. Morgan by the AFL-CIO will come to an end next month when Morgan becomes chief correspondent for a newly-created news and investigative reporting program on educational television.

Morgan will join the Public Broadcast Laboratory of National Educational Television, where he will undertake a weekly series of two to three hour programs over 100 non-commercial stations, financed by a \$10 million Ford Foundation grant.

In announcing Morgan's acceptance of the new position, AFL-CIO President George Meany said "relations with Morgan over the many years he has been with us have been of the very finest." He said that Morgan had rendered a "very fine public service" in his broadcasts, which were carried out under a verbal agreement made at the inception of the sponsorship whereby there was no censorship nor "suggestions" from the AFL-CIO. "He was completely free to present the news and comment as he saw fit, and that is exactly what he has done," Meany stated.

Morgan's 15-minute radio show is currently heard five times weekly on 219 stations of the American

Broadcasting Company. When the program ends on June 16 the AFL-CIO will drop the show "for the time being at least," Meany stated.

Meany said a committee of the Executive Council, which has been studying public relations policies of the federation recommended that we "not press forward with the program" nor attempt to arrange a substitute for Morgan. The committee will consider "the whole question of a future program in connection with our overall public relations study," he said.

Morgan, who has worked for ABC since January, 1955, the same year his association began with the then AFL, will take a two-year leave of absence from the network. His new duties will include being a reporter as well as being "involved in investigative reports, incisive commentary, interviews and in the development of the innovative and experimental techniques of bringing relevant information to the public," according to a statement from NET.

**THE INQUIRING SEAFARER**

**Question:** When you visit a foreign port, do you shop a lot? How do products and prices compare with the United States?

**Norman McIntyre:** Merchandise is cheaper abroad than in the U. S. Of course, the standard of living is much lower than here. I recently bought a small console in Germany for far less than the cost here and Holland is another good country for bargains. You can save money on just about anything you want to buy.

**Joe Brown:** I used to buy things in ports I visited, but not anymore. Even if you save money on certain items, by the time you finish with customs you end up paying far more than what it's worth. With some exceptions like England, most foreign manufactured goods can't compare in quality with goods manufactured here.

**Joe Bedard:** Japan has pretty good merchandise and prices are fairly high. Their goods are better than the products they export to the United States. They keep the good stuff and send the poorer products here, which is why it costs so little. Vietnam uses a lot of our goods, like beer and cosmetics.

**Eddie Negron:** I don't shop much overseas. Almost everything is better quality in this country. Prices may be higher in most cases, but the better workmanship makes up for it. Occasionally, I will purchase goods in a foreign country. Italy is a nice place to buy clothes. They keep costs reasonable and the quality is generally high.

**John Fulling:** Yes, I buy aboard. The free countries of Europe make good products because they are trying to compete with America. Unions have helped these nations and so has democracy. Japan is also good but the Communist nations turn out goods of pretty low quality. Prices vary but in Europe most products are expensive.

**Mike Connors:** I've stopped doing much buying in foreign ports. Anyway, things are so much better here. Also, some merchants like to jack up prices when they see you're American, so you have to be careful. Japanese and German cameras and Swedish and English goods are the best buys outside America and I don't mind buying some good Danish beer.

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

May 19 to June 1, 1967

**DECK DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	0	0	3	0	19	1
New York	64	18	48	16	19	241	79
Philadelphia	7	4	4	2	1	18	4
Baltimore	30	12	16	8	5	116	56
Norfolk	3	11	0	3	5	31	25
Jacksonville	4	5	3	3	11	17	6
Tampa	4	3	4	5	1	13	6
Mobile	18	4	10	4	3	108	24
New Orleans	39	41	41	15	5	127	70
Houston	52	52	63	36	25	134	65
Wilmington	7	2	6	1	4	31	1
San Francisco	29	22	30	20	25	45	16
Seattle	14	2	15	2	5	39	7
<b>Totals</b>	<b>274</b>	<b>176</b>	<b>240</b>	<b>118</b>	<b>109</b>	<b>939</b>	<b>360</b>

**ENGINE DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	1	0	1	1	4	1
New York	48	26	17	18	110	132	148
Philadelphia	5	3	3	1	2	11	8
Baltimore	21	20	12	15	6	65	57
Norfolk	1	1	6	3	7	17	13
Jacksonville	3	8	3	11	10	6	5
Tampa	4	2	2	0	0	11	4
Mobile	12	9	10	5	3	34	18
New Orleans	33	35	23	25	8	80	77
Houston	49	39	46	38	16	84	64
Wilmington	6	4	4	2	6	21	0
San Francisco	48	8	27	10	33	45	4
Seattle	3	12	6	6	14	18	4
<b>Totals</b>	<b>235</b>	<b>168</b>	<b>159</b>	<b>135</b>	<b>216</b>	<b>528</b>	<b>403</b>

**STEWARD DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	1	0	1	8	1
New York	51	9	11	14	124	68	42
Philadelphia	4	3	2	1	4	24	13
Baltimore	20	16	9	5	2	77	39
Norfolk	6	3	3	4	2	17	26
Jacksonville	3	5	0	2	7	11	4
Tampa	8	2	0	0	0	13	2
Mobile	23	7	7	1	7	68	10
New Orleans	26	20	24	14	2	99	66
Houston	31	22	30	16	30	84	51
Wilmington	2	3	3	2	1	25	4
San Francisco	28	14	16	15	33	28	14
Seattle	12	6	4	7	11	21	4
<b>Totals</b>	<b>216</b>	<b>110</b>	<b>110</b>	<b>71</b>	<b>224</b>	<b>543</b>	<b>276</b>

**SIU Pensions Give Retirement Security To Six Additional Seafarer Oldtimers**



Flecha Klein Hotis Marsh Magdzinski Cody

Six more Seafarers have been added to the growing list of those collecting an SIU pension. The latest additions to the list include: Erasmo Flecha, Oliver Klein, Clyde Hotis, Pierson Marsh, Charles Magdzinski and James Cody.

Erasmo Flecha sailed in the Engine Department and joined the SIU in the port of New York. A native of Puerto Rico, he now resides in Brooklyn, N.Y. He last shipped on the San Juan.

Oliver Klein sailed as cook and joined the SIU in New York. A native of Ohio, Klein makes his home in San Francisco. His last ship was the Iberville.

A member of the Engine Department, Clyde Hotis sailed on SIU ships for 23 years. Born in New York, he joined the Union in Baltimore.

Pierson Marsh sailed as a member of the Steward Department. He joined the Union in Baltimore, where he makes his home. A native of Maryland, Marsh last sailed aboard the Mariner.

Charles Magdzinski sailed in

the Engine Department as an oiler. He joined the IBU and makes his home in Philadelphia.

James Cody was a member of

the RMR, joining in New York City, where he was born. Cody lives in South Bound Brook, N. J., with his wife, Catherine.

**SIU WELFARE, VACATION PLANS**

April 1 - April 30, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	4,972	\$ 51,599.00
Death Benefits	24	57,887.50
Disability Benefits	970	172,725.00
Maternity Benefits	35	7,000.00
Dependent Benefits	475	96,119.80
Optical Benefits	353	5,278.42
Out-Patient Benefits	4,104	32,832.00
Vacation Benefits	1,577	674,927.43
<b>Total Welfare, Vacation Benefits Paid This Period</b>	<b>12,510</b>	<b>\$1,098,369.15</b>



## AFL-CIO Urges Gov't Ease Political Curbs on Employees

WASHINGTON—An AFL-CIO spokesman has urged greater freedom for government employees to be active in partisan politics.

The broad bans of the Hatch Act may have been necessary decades ago, but today they are outmoded, misunderstood and misinterpreted, declared Thomas E. Harris, associate general counsel of the AFL-CIO. "Surely the country is more politically mature than that now," he said, on Labor News Conference, a weekly network radio interview, Tuesdays at 7:35 p.m. EDT on the Mutual Broadcasting System.

"Nearly all federal employees and an ever-increasing number of state and local employees" are affected by the Act, he said, and most of them want the right to be politically active "of their own choice and of their own volition."

Harris proposed three basic changes in the law and its administration:

- Clearer definition of federal jobs whose incumbents influence policy and "should be continued under restrictions—at least with respect to running for federal political jobs."

- Give all other federal employees freedom to "be politically active—to be active in parties—even to run for federal office."

- Turn back to the states and municipalities the right to determine which of their employees should be restricted.

"Nobody questions the desirability" of prohibiting government employees from using their "official authority or influence for the purpose of trying to affect the results of an election" and protecting them from political pressures from their superiors, he declared.

But, Harris pointed out, the jobs of "the great bulk of federal employees" involve neither administration of policy nor "any sort of political discretion whatever." Further, he declared, "there are criminal statutes" that safeguard workers from political pressures, and "we certainly have no intention of altering or in any way weakening those."

Radical right commentator Dan Smoot is running into rough going since the death of his dog food benefactor and radio-TV sponsor.

Smoot recently filed suit in Los Angeles against Lewis Food Company claiming that the pet food firm cancelled his contract to sponsor weekly programs on 50 radio and 36 television stations.

Smoot was also cut down recently in a Dallas News editorial which suggested that his super-patriotism has a profit motive.

The right winger's radio-TV cancellations came four months after the death of D. B. Lewis, president of Lewis Food and a long-time supporter of right wing causes.

Lewis' widow, apparently unconvinced of Smoot's value or by his philosophies, was instrumental in the firing of the former FBI agent-turned anti-communist expert.

Mrs. Yolanda Lewis has also challenged her husband's will which bequeathed Smoot \$1 million to "further his work in publishing and broadcasting." Another \$1 million was left to the John Birch Society.

Lewis' widow contends that her husband was under "undue influence exercised by Dan Smoot and the John Birch Society."

The Dallas News in an editorial attacked hometown Smoot's tirades against civil rights and raised the question of "whether a man is out to make a fast buck or to serve the country."

## LABOR ROUND-UP

Frank P. Converse, vice president of the Operating Engineers and business manager since 1939 of state-wide IUOE Local 18, died in Cleveland at the age of 81 after a brief illness. Converse joined the union in 1913. He was elected president of the Cleveland local in 1917 and an IUOE vice president in 1942. He led the move to merge six local unions of portable and hoisting engineers into one state-wide local, which now has more than 13,000 members. He was a former IUOE secretary-treasurer.



Vincent D. Sweeney, pioneer member of the Steelworkers and editor of Steel Labor for 25 years, died at 67 and was buried after requiem mass in St. Bernard's Church, Mt. Lebanon, Pa. He had been ill since retirement in 1961. Sweeney graduated from Notre Dame University and served for 15 years as a newsman for the former International News Service, the Pittsburgh Press and other papers. In 1939, John L. Lewis named him public relations director for what is now the USWA.

A new three-year contract providing substantial wage and fringe benefits for 42,000 workers in the women's coat and suit industry has been ratified by the Ladies Garment Workers. Shop chairmen from 16 ILGWU locals in the East voted unanimously to approve the agreement which boosts wages 15 per cent in two annual steps. It also provides an additional paid holiday and a new allowance of \$15 a day for families with small children confined in a hospital. The first pay hike of 10 per cent becomes effective June 5, and the second of 5 per cent will be paid a year later.



The American Red Cross announced that it has received \$10,000 from the Steelworkers for the relief of tornado victims in Illinois and Michigan. The donation was voted by the USWA executive board. The Red Cross reported that, since the tornadoes struck April 21, it has aided nearly 10,000 persons in the two states and that Red Cross crews are still at work on rehabilitation operations.



The American Medical Association professes to be deeply concerned with the health of the nation and the sad plight of those whose medical needs far outdistance the capacity of their pocketbooks to pay for treatment rendered and drugs prescribed.

Perhaps a good deal of this so-called concern might be unnecessary if the AMA would—between its untiring efforts to sabotage the effectiveness of Medicare and its mouthing of empty sympathy—conduct a close examination of its own ranks and get rid of some of the bad apples.

Just last month a noted Wisconsin pediatrician charged that doctors in the United States perform some 900,000 unnecessary tonsillectomies each year with the resultant needless death of scores of children. It seems to us that such unconscionable behavior on the part of the medical profession as this pretty well eliminates any chance that its voiced concern is sincere. If they can't be on the level in the care of children it appears fairly self-evident that they don't really give a rap about anybody.

The ladies come in for more than their share of surgical chiseling, too, as shown by a survey of five hospitals in just three of the 50 states. Of 906 pelvic operations performed on women, the study revealed that

28 per cent were not necessary and 32 per cent more were questionable. If this is the total in only five hospitals, the national average is likely too staggering to contemplate.

Inventing surgery and short-changing the old folks must produce many a thick bank roll for these protesting guardians of America's health and purse, but just to make certain that there is no loose change lying about and being overlooked, the AMA is also right in there pitching against an attempt by Congress to ease the burden of drug prices on the public. A bill is currently before the Senate which, if enacted, would reimburse persons covered by Medicare for the reasonable cost of prescription drugs. The bill encourages doctors to prescribe by a drug's generic, or chemical, name rather than by brand names which cost up to 20 times more for the same thing. Mind you, the bill "encourages" the practice, it doesn't require it. But even that the AMA won't stand still for and is attacking the measure.

The AMA closet could really do with some cleaning. Between fouling up the elderly, the children and the mothers and wives, it appears that the only reasonably safe member of the family is Dad. The idea must be that Dad has to be left untouched wherever possible so he can earn the money to pay all the bills.

## Political Gamesmanship

The 1967 Federal Aid to Education Act, battered and watered down by amendments, passed the House, 294-122.

In order to keep the education of America's youth out of the arena of partisan politics, the act in its original form required that Federal aid funds not be channeled to local school districts through the states. Instead, the local school districts need to get the funds directly from the Federal Government.

The amendments tacked onto the 1967 Education Act by the House, have sidetracked the clear intent of the act, by turning over various Federal aid programs and their funds to the control of the states.

The labor movement and other school aid supporters, must now look to the Senate to strike the destructive amendments from the 1967 Education Act, in order to guarantee that the Federal funds will go where they are needed most; to educate the children of the slums and rural depressed areas.



# House Passes Aid-to-Education Bill After Key Sections Are Weakened

WASHINGTON—An amendment-riddled federal aid to education bill passed the House, 294-122, and school aid supporters looked to the Senate to patch up some of the holes.

Administration forces, aided by some GOP votes, beat back the principal attack on the bill. This was an amendment by Representative Albert H. Quie (R-Minn.) which would have abolished direct federal aid to school districts for programs to upgrade the education of children from low-income families. Instead, federal money would have been handed over to the states with little control over how and where it should be spent.

AFL-CIO President George Meany wrote all House members before the vote that "the Quie amendment endangers the entire concept of federal aid to education as worked out—after 20 years of effort—in the landmark Elementary & Secondary Education Act of 1965."

The Quie amendment was easily beaten on a 197-168 teller vote. But that was almost the only victory for supporters of the Administration bill.

A series of amendments sponsored by Representative Edith Green (D-Ore.) applied the Quie "states' rights" approach to other sections of the school aid package.

## "Mini-Quie" Amendment

The House adopted her "mini-Quie" amendment turning over the entire program of developing new teaching techniques—and carrying 15 per cent of the federal school aid funds—to the states.

This amendment was adopted, 181-124, despite protests such as that of Representative Wayne Hays (D-Ohio), who said: "We have federal aid to education because the states haven't done the job. Now you want to hand over the money to them."

The bill authorizes \$3.5 billion in federal funds for the 1969 fiscal year, but the money would have to be appropriated in separate legislation. This year's budget request, for example, is far below the amount Congress authorized last year.

Other Green amendments adopted took away money allocated to the U.S. Office of Education for interstate activities and turned it over to the states and struck the Teachers Corps authorization from the bill. The fate of the Teacher Corps now depends on its inclusion in the college aid

bill, currently being considered by a subcommittee headed by Mrs. Green.

A somewhat confused House adopted a Green amendment requiring that desegregation guidelines be applied equally in all states. At the start of the debate, it appeared that southerners were supporting the move as a means of getting rid of guidelines. But as the debate progressed, liberals pressed the argument that the effect would be to tighten desegregation standards throughout the nation and the voting blocs were thoroughly mixed.

## Civil Rights Setback

A clear setback for civil rights supporters, however, was adoption of an amendment by Representative L. H. Fountain (D-N.C.) preventing the government from holding up funds from segregated school districts until after an administrative hearing on the case. The House passed a similar provision last year but then accepted a Senate modification which

allowed the government to hold up funds, but required that a hearing be held within 90 days.

The House did not complete its three-day debate on the bill until 1:40 a.m. on May 25. Democratic leaders sought an earlier adjournment to regroup their forces, but were outvoted and the acrimonious battle over amendments continued.

So battered was the bill that when the Republicans offered a final motion to send the legislation back to committee, Administration leaders momentarily considered going along with the proposal—especially since the bulk of the bill applied to the fiscal year starting July 1, 1968, and does not affect the coming year's program.

But the decision was made to send the bill along to the Senate and the recomittal motion was beaten, 236-180. On this vote, 134 Republicans and 46 Democrats voted to kill the bill and 190 Democrats and 46 Republicans voted to keep it alive.

## The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Fortunately there were no injuries when the SIU Great Lakes contracted Sylvania was rammed by a Canadian freighter in the St. Clair River.

We almost had a serious problem because the 572-foot freighter might have blocked the narrow channel in the river, thus interfering with the passage of ships. This was avoided and the Coast Guard came in to handle the situation.

## Buffalo

The pace of shipping has slowed down here. The J. B. Ford is expected to fit-out shortly. This port is trying to get some of the ordinaries and wipers to apply



Veno

Sausman

for AB's and firemen or oiler ratings.

We're still waiting for word regarding the James Davidson.

She should be fitting out soon. A few of the retired men drop in to see us occasionally and they are always welcome. Thor Lovass returned to his job as wheelsman on the Lakewood. Thor made a trip to the Coast for awhile.

## Frankfort

Shipping has slowed down considerably here. We are waiting for calls for non-rated men but the rated men can get a job. The City of Green Bay entered the Manitowoc shipyard for repairs and should be back in service shortly. Repairs on the Viking have been completed and she's ready to go. Crewmen aboard the Grand Rapids registered for relief work and jobs on other ships when that vessel went back to Manitowoc for additional repairs.

## Duluth

Shipping has been a little slow for the last few days. Summer is finally here after a cold and windy spell. Temperatures are now in the 60's. The upgrading school here helped Lawrence Laporte get his FOW endorsement.

When the Trans Superior came into port; it brought some real old timers with her. David Jones, Gilbert Porter and Claire Otis visited old buddies before shipping to India. Earl Sausman and N. Andrezejek stopped by the hall to say hello.

## Cleveland

Shipping has leveled off to a slow steady pace here. Rated men have been scooping up jobs fast. Seafarers are reminded to write their Representative in support of the Ohio Unemployment Bill for Seamen.

Don Kapela, Jim Thompson, Omar Toler and George Karr are on the beach and looking for a ship.

## Alpena

Shipping has slowed down some, but rated men are in demand as usual. The salvage operation on the West German freighter Nordmeer at Thunder Bay is nearing a close. Some 700 of the 900 coils of steel in the holds have been salvaged and the remainder should be brought up soon with the help of good weather.

## Chicago

Shipping continues good here. Our affiliates are doing well in organizing with UIW Local 300 and DUOC cab drivers organizers are really doing a fine job.

John "Alameda Red" Wulzen is in Diamond Springs, Calif. Red claims he will retire next year. Joe "Pots and Pans" Veno is waiting for a call from the Clipper and hopes to spend the rest of the season on her.

## 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.

## YOUR DOLLAR'S WORTH

### Seafarer's Guide to Better Buying

By Sidney Margolius

## Generic Drugs Just as Reliable

A recent pilot survey by the U. S. Food & Drug Administration confirms that drugs and medicines sold at lower prices under their own generic or brand names really are as reliable as similar drugs sold under patented brand names.

Most doctors continue to prescribe the high-priced brand-name drugs because they find it easier to prescribe that way, and also feel more reassurance about quality. The doctors also have been encouraged to prescribe by brand name by the American Medical Association, which gets a large part of its income from ads by the large drug manufacturers in the *AMA Journal*.

Many retail pharmacists also tend to feel safer with the brand-name products of the large drug manufacturers. In any case, the pharmacists must fill the Rx with whatever brand the doctor prescribes. Between the two of them, about 92 per cent of prescriptions are filled by brand-name products.

The brand-name manufacturers always have used "safety" and "reliable quality" as one of their chief justifications for their much higher prices.

But as this writer reported almost two years ago, mistakes have been found among some of the largest manufacturers of the expensive brand-name drugs as well as some of the smaller companies making generic products. Now, the FDA pilot study reports that 7.7 per cent of drugs sold under generic names, which it had tested, and 8.8 per cent of those sold under brand names, failed to meet acceptable potency standards. On the basis of this study, the generic products appear to be even a little more reliable.

FDA Commissioner James L. Goddard also has revealed that several of the variations in potency of vital medicines were rather drastic. One batch of Rutinal-C tablets, an antihypertensive drug, failed to disintegrate under laboratory conditions equivalent to the digestive

system. This means a 100 per cent loss of potency. Some nitroglycerine tablets, used for some heart conditions, failed to disintegrate—again for a 100 per cent loss of potency. A batch of phenobarbital tablets were found to be only 86 per cent of their potency.

The quality variations were especially noticeable in antihypertensive drugs, antihistamines and digitalis.

Thus, the fear of inferior quality is no longer a valid reason for buying a brand-name drug instead of the lower-priced generic equivalent. Actually it never was a valid reason because the FDA always tended to inspect the smaller producers more closely than the big ones. Too, the big manufacturers themselves often sell the same drugs under their generic names to other distributors, for repackaging, at lower prices than they charge under their brand names.

Moreover, the U. S. Government, and large state and municipal purchasers all buy drugs under generic names for their hospitals and institutions.

Prices of prescription drugs sold under brand names continue to be much higher than under generic names, although a few have come down a little since enactment of the Kefauver-Harris Drug Amendments in 1962. For example, tetracycline, a frequently-prescribed antibiotic drug, now usually costs at retail 30 to 40 cents a pill or capsule, compared to the earlier 50 cents. But the brand-name tetracycline drugs, like Achramycin, still cost about twice as much as tetracycline, sold under its own name.

The classic example of price difference is Dexedrin, which sells for around \$8 per 100 tablets, while the generic equivalent, dextroamphetamine sulfate, usually costs about \$1.20. Among others, the brand-name Serpasil sells for \$6.75 per 100; the generic reserpine, for as little as 75 cents. Seconal costs \$3.25 per 100; the generic secobarbital, \$1.70.

A drug like Tedral, often prescribed for asthma sufferers, costs the retail pharmacist \$24 per 1000. He in turn may retail them in lots of 100 as \$4.50 to \$5.

## Death Benefit



Port Agent Jackie Hall presents Mrs. Eino Antilla with a death benefit check at Duluth hall. Antilla was a member of the Seafarers' Great Lakes District.





# The Scuttlebutt about Blue Monday

This is the second part of a SEAFARERS LOG feature series exploring the seafaring origins of many expressions commonly used every day by Americans in all walks of life as well as seamen. This series will be continued in future issues of the LOG.

**H**ow are ya, ya old son-of-a-gun!" Most of us have been greeted this way by an old acquaintance at one time or another in our lives. But do our jovial, back-slapping friends really know what they are talking about when they call us SON-OF-A-GUN? Probably not!

In the days of sailing vessels, merchant ships occasionally put to sea with a woman or two aboard—usually the wives of the captain and first mate, sometimes a passenger. Voyages in the days of sail were often long, sometimes lasting years. Under such conditions, it occasionally developed that a vessel had a pregnant woman aboard at some time during the trip.



Many merchant ships at that time also carried a cannon—for signaling purposes or for protection against pirates. When a woman was aboard in a delicate condition, precautions were taken to let her know when a gun was about to be fired on the deck over her head—lest the deafening roar echoing through and shuddering the mighty timbers of the vessel frighten her into premature labor.

But at times all precautions succumbed to nature, and following the cannon's roar there came the wailing of an infant. If that infant turned out to be male, he might be referred to by the crew—in the privacy of the foc'sle, of course—as a SON-OF-A-GUN.

In Britain however, there was another kind of SON-OF-A-GUN. In the British Admiralty, gunners and gunner's mates were of such a rating that in peacetime they were allowed to take their wives along with them on short voyages.

Alas, sometimes the voyages proved not quite short enough. On such occasions a new male heir of the gunner or gunner's mate was also referred to—again privately—as a SON-OF-A-GUN.

Few of us really object to being called a SON-OF-A-GUN; however, our language is rich with epithets of a highly objectionable nature, which provoke a strong reaction on the part of the accused.

When referred to by one of these objectionable words or phrases, a man of action might simply LOWER THE BOOM on his adversary without further discussion. A more patient man might warn the intemperate speaker to "KNOCK IT OFF" before taking more direct action. In either case, the phrases had their origins on the high seas.

A shipboard troublemaker, loafer or generally undesirable character was taught an unforgettable



lesson when his long-suffering crewmates finally decided to LOWER THE BOOM on him once and for all. Actually, on a small or medium sized sailing vessel, the boom did not even have to be lowered because it was already less than the height of a man's head from the deck.

A large timber to which the lower edge of the sail is laced, the aft end of the boom is attached to the deck by a line called the sheet. Under a slack sheet, the boom is free to swing across the deck with the wind like a weathervane when the ship is changing tack. By carefully observing the position of the undesirable crewmember in relation to the position of the boom, and changing tack at the proper moment, the helmsman with a delicate touch was able to administer a lesson of varying degrees of severity to the offensive crewmember. A blow from the aft end of the boom, where its swing was the greatest, could be a real bone-crusher and might sweep the man completely overboard. The severity of the blow decreased proportionately toward the fore end of the boom.

On a large square rigged vessel, however, LOWERING THE BOOM on someone actually did involve lowering the boom, because the only one available was the spanker boom directly above the poop, which normally stood high enough to clear the heads of anyone on the poop.

The term KNOCK IT OFF goes even further back—back to the ancient days of the rowing slave galleys.

In order to keep the oarsmen rowing in unison and achieve the greatest power and forward propulsion from their efforts, a man was assigned to keep time for them by beating with a wooden mallet on a hardwood block. When he was about to give the oarsmen a rest, he would indicate the fact with a special knock on the block. With this signal the oarsmen were KNOCKED OFF, and were free to ship their oars and rest.



Another term, IN THE DOG HOUSE, which we use today to indicate that someone is in a very uncomfortable position, also had its origin aboard the slave ships of the early 1800's. Unexpectedly, it was the ships' officers who invariably wound up IN THE DOG HOUSE.

Slaving was a highly profitable business. Moreover, masters and shipowners engaging in that unsavory trade were often of an excessively greedy nature. In order to realize the maximum possible profits from each voyage, slave ship masters did their utmost to pack aboard as many of these unfortunate people as possible—stowing them even in the officers' quarters.

As a result the officers slept in makeshift wooden shelters resembling dog houses that were rigged on the poop deck and were extremely uncomfortable in any weather. They were lucky, however, that these slave ships were not square riggers.

Sleeping on the poop deck of a square rigger would have been extremely dangerous in heavy seas as well as uncomfortable—and because of this danger we got the term POOPED, which we now use to indicate that we are too tired to do another thing—in effect that we are disabled.

Perched above the broad, square stern of a square rigger, the poop deck was always in danger when there was a heavy sea because the square stern would not divide an oncoming sea as would a pointed end. Thus a heavy following sea might climb up and over the stern and wash off every animate and inanimate

object on the poop. In such an event the vessel was effectively disabled because it lost its helmsman—among other things. It had been POOPED.



When a person says he is POOPED, one of the symptoms of his condition is that he feels LISTLESS—too tired to go anywhere or do anything. This is another word that had its origins on the high seas in the days of sail.

When there was a fair breeze blowing and the sails were set and blown out rock-hard by the wind propelling the ship through the water, the wind pressure on the weather side of the sails would cause the vessel to list to leeward as she knifed or plowed through the waves—depending on her hull shape and cargo. But when there was no wind the vessel would stand straight (and still) in the sea with no list and making no progress—not going anywhere. She was LISTLESS.

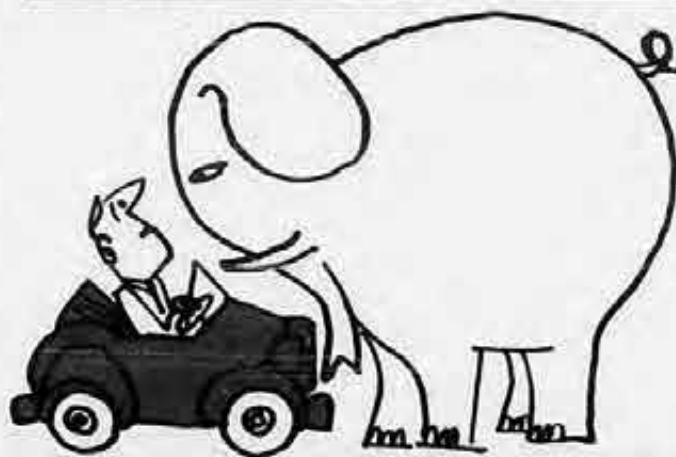
The wind in the days of sailing ships figured heavily in another expression which we use today—SAILING CLOSE TO THE WIND. When this is said about someone, it implies that he is taking chances or playing a long-shot. If he wins the rewards could be big, but the venture might easily end in disaster.

When a ship is sailing CLOSE TO THE WIND, she is close-hauled, holding a course as near to the direction from which the wind is coming as possible. The reward of sailing a vessel CLOSE TO THE WIND is that of maintaining as direct a course as possible to her destination and thus arriving sooner. The danger, especially for fore-and-aft rigged vessels, is that she might easily get close enough to the direction from which the wind was coming to have the wind on the wrong side of her sails, head directly into it and be helpless, without any headway. This is a condition called "being in irons" when it happened to a fore-and-aft rigger.

With a good helmsman, a square rigger might sail as close as seven points to the wind. The same helmsman might be able to safely hold a fore-and-aft rigger as close as four points to the wind.

When a square rigger sailed too close to the wind and came into such a position where the wind was pressing on the sails directly backward against the mast, the vessel was said to have been TAKEN ABACK. Suddenly stopped in the sea, without headway, the vessel was in danger of being dismasted, capsized, or both, depending on the weather.

TAKEN ABACK is another expression which has survived to this very day, and is used to describe an experience in which you have been suddenly stopped dead in your tracks, mentally or physically and are temporarily helpless and unable to react.



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



## Cost of Drugs Cited as 'Heavy Burden'

# Gov't. Panel to Study Legislation Expanding Medicare Drug Coverage

WASHINGTON—A special task force has been established by the Department of Health, Education and Welfare, in response to President Johnson's directive that an "immediate and comprehensive study be undertaken on the problems of including the cost of prescription drugs under Medicare."

Drug prices have risen to where they now represent 15 to 20 percent of the medical care costs of the nation's elderly.

Prices for prescription drugs are so high that "the elderly all too often must choose between having enough to eat and getting medication they need to keep alive," the National Council of Senior Citizens testified recently at Senate hearings.

Senators had heard testimony that cities which buy brand-name drugs for their municipal hospitals and welfare programs pay up to 40 times more for the same pro-

duct than cities buying drugs under their generic names.

The witnesses were different and the senators were different, but the testimony was an echo of 1959 and 1960, when the late Sen. Estes Kefauver (D-Tenn.) presided at similar hearings.

Kefauver's probe eventually led to legislation correcting some of the abuses in the marketing of drugs, but a powerful combine of manufacturers and doctors blocked any action to force down prices.

The new effort is being mounted by Senator Gaylord Nelson (D-Wis.). Nelson is chairman of the

Monopoly subcommittee of the Senate's Select Committee on Small Business. The committee doesn't have legislative powers. It can't act on bills. But it can investigate and turn the spotlight of publicity on legislation before other committees.

The Pharmaceutical Manufacturers Association and the American Medical Association have centered their attacks on two bills designed to encourage prescriptions by generic names.

Senator Joseph M. Montoya (D-N.M.) and 21 co-sponsors have introduced a bill to reimburse persons covered by medicare insurance for the "reasonable" cost of prescription drugs. Based on a bill by former Senator Paul H. Douglas (D-Ill.), it would base payments on the lowest cost at which the drug can be purchased, as a means of encouraging physicians to prescribe by generic name.

Senator Russell B. Long (D-La.) has a bill that would require drugs purchased under federally-financed programs to be the lowest-priced products meeting quality standards set by a committee of government, medical and pharmaceutical experts.

Opening witness before the Nelson subcommittee was William F. Haddad, head of a New York citizens committee and a former official of the poverty program.

Haddad cited dramatic savings made by New York City, which buys drugs for hospitals and welfare programs under generic names, over prices paid by cities that buy by brand names.

## 'Screamin' Mimi' Being Tested As Distress Call

The universally-known distress call of "Mayday" will be replaced by a "Mimi" call if a recently-developed device dubbed the "Screamin' Mimi" lives up to expectations.

A Maritime Distress Tone Generator with a shrill electronic voice to cut through interference and clear the air for distress calls, the "Screamin' Mimi" is designed to alleviate the problem of a distress call at sea going unheard because of the heavy radio traffic and constant noise on the distress frequency.

The device electronically generates alternating tones of 1300 cycles per second and 2200 cycles per second, broadcasting a penetrating sound of "Mimi Mimi Mimi" that cuts through radio traffic with immediate identification and recognition. The sound would automatically trigger alarm systems installed in Coast Guard installations.

The Maritime Distress Tone Generator is a transistorized unit weighing under three pounds that contains its own battery power supply.

shipping which are kept clear of oil rigs. These channels are two miles wide and extend from the entrance to a port out into deep water.

Now new cause for concern has been brought about by the ever-increasing number of wells farther off shore which have been depleted and capped under water. These inactive wells are of heavy steel construction and could severely damage ships that ran into them.

With the line of well structures moving farther out to sea—some as far as 70 miles—the Coast Guard has called for the creation of additional fairways running parallel with the coast to connect with the access channels. At present, vessels must sail costly and unreasonable distances straight out to sea to be sure of safe passage, the CG points out.

## Gulf Shipping Menaced By Off-Shore Oil Rigs



A new hazard to navigation towers above waters of Gulf of Mexico. These pillars, built by Humble oil, stand 238 feet above the water. Offshore oil derricks are becoming so numerous that the Coast Guard has had to devise safe passage routes into the Gulf. At night and in bad weather, they pose a great danger to ships sailing in the Gulf.

NEW ORLEANS—A sharp increase in the number of accidents caused by off-shore oil rigs and similar marine structures in the Gulf of Mexico has prompted the United States Coast Guard to step up its efforts to protect shipping in the Gulf waters off Louisiana and Texas.

The Coast Guard's Eighth District here has recently intensified its campaign to keep mariners informed on the location of some 7,000 artificial "islands" and "reefs" which present a continually shifting hazard to navigation. The "islands" consist of off-shore oil drilling equipment—fixed platform rigs, ship-hulled rigs, processing and storage platforms, etc.—and are scattered throughout the bays and bayous.

In the past, the Coast Guard has been instrumental in the creation of so-called "fairways" for

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Jimmy Sumpter finally gave up a shore billet in New Orleans to get back to salt air again. Jimmy saw sea duty last on the *Sapphire Gladys*. He is now looking for the first steward's job to hit the big board. He also feels good returning to New Orleans after some time up north.

Seafarer Henry Germain has a wide variety of sailing preferences: Northern Europe, the Mediterranean, or Vietnam. Henry is originally from Tampa but for the time being he is shipping from New Orleans. He last sailed as smokingroom steward on the *Del Mar*. M. M. Martin is a seafarer from the country parish of Livingston. He hails from the fair Louisiana city of Springfield. Martin just returned from the West Coast where he was riding the Vietnam supply line on the *Enid Victory*.

Ted Jernigan was recently riding the waves as dayman on the *Penn Sailor*. Ted is looking for a bosun's slot and is ready to go anywhere, anytime. Seafarer Joe Cave is a familiar face to New Orleans seafarers having sailed from this Gulf port for over twenty years. His last stint at sea was aboard the *Del Oro* as carpenter. Joe is looking for a good three-month trip, preferably to Vietnam.

### Mobile

Jack Trosclair, an SIU veteran who has shipped out of the Gulf area for twenty years, just completed a four-month trip to Vietnam aboard the *Transhartford*. Jack ships as bosun and is looking for another ship after getting reacquainted with his family.



Trosclair

Lotus Stone enjoyed his four-month voyage aboard the *Topa Topa*, sailing as AB. He's about ready for another trip and is scanning the boards at the hall.

John Cantrell, visiting friends and waiting to ship out, recently finished a trip aboard the *Alcoa*

Mariner as chief electrician. John has been a Seafarer for 25 years.

Another twenty-year veteran is Oscar Ferguson, just back from Vietnam. Oscar is visiting his family in Richton, Miss. and is looking for a FWT job. Samuel Soloman spent some time on the *Transhartford* as steward and the veteran of 20 years at sea did a fine job.

Harold (Tadpole) Lawrence is another SIU old pro. His last ship was the *Claborn*. He plans to ship out again after a short rest.

### Houston

Many oldtimers are back trying to help out, especially on the Vietnam run, and R. E. Walker is no exception. A veteran of the Deck Department, he's looking for a long Vietnam run. Most Seafarers here are shipping out as soon as they come in the door, and R. E. said that's fine with him.

R. T. Yeager is recovering from an illness and his many friends hope he is out of drydock fast. An oldtimer, R. T. has sailed from Houston for many years, recently as bosun.

Shipping in the port of Houston has picked up so much that Seafarers here can come in and pick the job of their choice.

Ships that paid off here recently were the *New Yorker*, *Observer*, *Sabine*, *City of Alma*, *Choctaw*, *Norina*, *C. S. Norfolk*, *Penn Transporter* and the *Tamara Guilden*.

Taxi drivers are still out on strike here and are picketing Bell Cabs and Yellow Cabs. So please remember this when coming into Houston and use only union cabs.

Many Seafarers have devoted their own time to help the taxi drivers. Among them are T. Deboissere, Red Hansen, J. Chestnut and J. Thornton.

## Latin American Nations Cited

# Halting Seizure of U.S. Fishermen Is Subject of Proposed House Bill

WASHINGTON—House hearings on a bill aimed at halting the illegal seizure of American fishermen on the high seas have been postponed pending the completion of meetings now underway in Latin America.

Representative Thomas M. Pelly (R-Wash.), author of the bill, said the hearing will be rescheduled the week of June 19.

Under the proposed legislation the President would be compelled to cut off foreign aid to any country which refuses to reimburse the United States for fines imposed illegally on our fishermen in international waters.

"In the last 15 years, Latin American nations have seized and detained more than 80 tuna vessels of the United States," Pelly said. "Last year alone, 14 of our fishing vessels were seized and subjected to fines imposed by Columbia, Ecuador and Peru."

During 1966, he stated, the

U. S. Government reimbursed the owners of American vessels for more than \$83,000 in fines illegally levied against them following their seizure on the high seas. "The additional economic loss incurred by our fishermen detained in Latin American ports for which there presently is no reimbursement has been even greater," Pelly added.

In putting the hearing off from May 22 and 23, Representative John D. Dingell (D-Mich.), Chairman of the Subcommittee on Fisheries and Wildlife Conservation which will conduct the sessions, said that an important meeting is taking place among several Latin American countries and its outcome will be of importance to the subcommittee.



# From the Ships at Sea

"Everything is running smoothly at present and there are no beefs worthy of the name, and we have a great crew. That was the report of **Relf Huddleston**, ship's and deck delegate on the *Fairisle* (Pan Oceanic). **Ira Brown**, ship's treasurer, writes that the "traditional voyage barbecue with charcoal steaks and cool refreshments" was held recently in Danang, Vietnam. "All hands participated in the feast," Brown said. The Seafarers reported that



Brown

"the food was real good," and was enjoyed by one and all. Special compliments went to the Steward Department for the steaks, which were done to perfection. The crew is reported to be enjoying their new television set very much. Brother **John Newman** was given a vote of thanks for his work in getting a television set for the crew.

but all hands are happy with the trip.



Stankiewicz

**Al Loguides**, ship's treasurer on the *Madaket* (Waterman), reports that the treasury was raided for \$28 for television repairs. A balance of \$9 remains and meeting secretary **T. Kubecka** stated that the membership pledged to donate money to the ship's fund. **A. Stankiewicz** was elected ship's delegate. Seafarers were reminded not to over-load the washing machine and to see department delegates, not top-side, in regard to beefs.

Ship's delegate **Andrew Morales** had words of praise for his fellow Seafarers aboard the *Steel Apprentice* (Isthmian). "As a ship's delegate, I am proud to tell all the crewmembers that this is one of the best bunch of Seafarers I have ever been with," Morales reported. Meeting secretary **Paul Lopez** reminded the crew not to forget to declare all souvenirs. Meeting chairman **John Farrand** reported that the ship's treasury totals \$25. The Steward Department did a topnotch job, all Logs and mail arrived on time and there were no beefs and only a few hours disputed overtime. A smooth payoff was enjoyed in New York.



Grice

**Ralph Taylor**, ship's delegate on the *Del Oro* (Delta), reported to the LOG that the recent trip was "a swell voyage in good old SIU style." The Seafarers are looking forward to the payoff in New Orleans. Meeting chairman **Stan Grice** reports that Steward **W. H. Simmons** thanked the crew "for a fine trip," with all Seafarers doing a fine job. Simmons' department turned out top chow, Grice wrote. Some disputed overtime reported

but all hands are happy with the trip.

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Farrand

Jack Dolan, who is known to his friends and shipmates as "Saki Jack," has been sailing as Second Electrician aboard the *Bowling Green*. Brother Dolan, who writes that he is working with a very good Chief Electrician from whom he learns a lot, is a veteran member of the SIU and had previously sailed as a Chief Steward.



Dolan

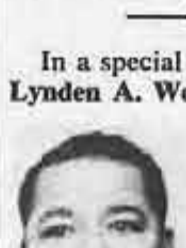
**Juan S. Rueda**, meeting secretary and Chief Steward aboard the *San Juan* (Hudson), reported that in the years he has been sailing this was the best crew of Seafarers he's shipped with. **B. Hoffman**, ship's delegate, "is a very good brother and does a good job," Rueda reported. The Steward Department



Hoffman

ment came in for praise for their fine food and "a job well done." Meeting chairman **B. Hoffman** wrote. The Seafarers all worked well together and "everybody did a good job," he reported.

In a special report to the LOG, **Lynden A. Webber**, Meeting Secretary aboard the *Commander* (Marine Carriers), reported that a vote of thanks went to "a good galley crew and messmen." The Steward Department, he reports, is "superb." During the good and welfare portion of a shipboard meeting, presided over by Meeting Chairman **Ralph Bullard**, it was decided to check out the ice machine.



Bullard

Congratulations were in order for two Seafarers aboard the *Platte* recently, Meeting Chairman **J. W. Corcoran** reported. **William J. Long's** wife gave birth to a daughter while **Barney Swearingen** celebrated his birthday. A cake was baked for him, Corcoran writes. Meeting Secretary **Coy Hendricks** writes that a vote of thanks was extended to the Deck Department for the fine job they did keeping the ship clean. Deck delegates report everything is fine except for a few hours disputed overtime in the engine room.



Corcoran

"The thought that perhaps we helped materially in bringing this troubled world into some sort of order is worth the effort," **V. E. Monte**, meeting chairman aboard the *Steel Seafarer* (Isthmian) wrote in regard to the prospect of another trip to the Vietnam war zone. Meeting secretary **P. C. Willoughby** reported that the only beef is some disputed overtime in the Deck Department. More books have been ordered for the ship's library.



Willoughby

Seafarers on the *Del Alba* (Delta) might be away from New Orleans but the cooking doesn't show it, thanks to Chief Cook **Leslie Burnett** and Chief Steward **Paul Franco**. Meeting chairman **William Cousins** wrote that Burnett was in the New Orleans hall looking for a job, "but found his way to the West Coast and now we are getting some of that good shrimp gumbo and southern fried chicken."



Burnett

## Old Shipmates Aboard the Del Sud



Capt. Warren E. Wyman (left), a former Seafarer, looks appreciatively at the huge cake made for him during Captain's Night aboard the *Del Sud* (Delta). Standing with him is the cake creator, Chief Baker Michael J. Dunn. The two men are old shipmates, having served aboard the *Del Sud* together in 1949. Captain Wyman was the ship's Bosun then, and subsequently worked his way to Captain. Brother Dunn is also ship's delegate. The recent Captain's Night was held as the ship approached Bridgetown in the Barbados.

**SAGAMORE HILL** (Victory Carriers), April 2—Chairman, Milton Trotman; Secretary, Francis K. Napoli. \$19.50 in ship's fund. No beefs reported by department delegates. Brother John Dunne was elected to serve as ship's delegate.

**TRANSEASTERN** (Hudson Waterways), April 1—Chairman, M. B. Elliott; Secretary, M. B. Elliott. Motion was made that all ships under SIU contract have air conditioning. No beefs reported by department delegates.

**BELOIT VICTORY** (Metro Petroleum), April 9—Chairman, William Logan; Secretary, Richard D. Runkle. Request clarification regarding 8-4 watch in engine department, in port and at sea. Repairs on last repair list were not completed. Ship should be sprayed for roaches.

**CUBA VICTORY** (Alcoa), January 22—Chairman, A. E. Bourgot; Secretary, W. J. Miles. No beefs reported by department delegates. Ship's delegate reported that everything is going along fine. Discussion about money draws on OT. Letter written to headquarters but no reply received as yet.

**STEEL SURVEYOR** (Isthmian), December 10—Chairman, Jesse L. Green; Secretary, Willard Mulling. One man paid off under mutual consent in Colombo, Ceylon, due to illness. Some disputed OT in engine department concerning delayed sailing. Vote of thanks to steward department for the good meals, especially the fine Thanksgiving Day dinner. All departments were given a vote of thanks for their good conduct aboard ship.

**DEL CAMPO** (Delta), February 5—Chairman, J. R. Alsbrook; Secretary, D. G. Chafin. Brother B. R. Smith was elected to serve as ship's delegate. No beefs and no disputed OT reported.

**DEL CAMPO** (Delta), March 12—Chairman, P. Martinez; Secretary, D. G. Chafin. Few hours disputed OT in deck department.

**TRANSHUDSON** (Hudson Waterways), March 11—Chairman, A. J. Karr; Secretary, T. O. Rainey. Brother Clayton L. Engelund was elected to serve as new ship's delegate. No beefs were reported by department delegates.

**REBECCA** (Maritime Overseas), February 26—Chairman, W. Newson; Secretary, None. Ship's delegate reported that everything is running smoothly. \$34.00 in ship's fund. Motion made that if ship is laid up in drydock for repairs in Japan, officials be contacted regarding air-conditioner being installed on ship. Also that money be available to send cablegram to SIU representative requesting him to meet ship in Yokosuka upon arrival there.

**REBECCA** (Maritime Overseas), March 29—Chairman, W. Newson; Secretary, None. Ship's delegate states that he met SIU representative aboard ship, and everything is O.K. \$34.00 in ship's fund.

**PLATTE** (Platte Transport), December 4—Chairman, J. W. Corcoran; Secretary, Coy R. Hendricks. A few repairs still have to be completed, otherwise everything is fine. No beefs reported by department delegates. Brother William J. Long became the proud father of a daughter, Brenda. Vote of thanks to the steward department for a job well done, also to the deck department for cleaning up and making the decks liveable.

**DEL NORTE** (Delta), April 9—Chairman, Andrew A. McCloskey; Secretary, Bill Kaiser. \$98.85 in ship's fund. \$595.85 in movie fund. Vote of thanks was extended to Brother Kennedy, ship's delegate, for a job well done. Engine department is in need of cold water drinking fountain. No beefs reported and everything is running smoothly.

**OCEAN ULLA** (Maritime Overseas), April 6—Chairman, Fred Meinert; Secretary, Raymond Perry. \$21.00 in ship's

### DIGEST of SIU SHIP MEETINGS

fund. No beefs were reported by department delegates. Repair list being made up.

**DEL NORTE** (Delta), March 5—Chairman, Andrew A. McCloskey; Secretary, Bill Kaiser. \$101.86 in ship's fund and \$277.85 in movie fund. Department delegates reported no beefs.

**PETROCHEM** (Valentine), April 9—Chairman, P. F. Payne; Secretary, J. E. Townsend. No disputed OT and no beefs reported. Motion made to have food plan representative come aboard to see that proper stores are put on ship.

**DEL CAMPO** (Delta), April 2—Chairman, Paul R. Smith; Secretary, D. G. Chafin. Brother Paul R. Smith resigned as ship's delegate but was re-elected to serve again. Deck department extended a vote of thanks to the ship's delegate for doing a fine job. No beefs were reported by department delegates.

**CITY OF ALMA** (Waterman), March 12—Chairman, John Farone; Secretary, H. (Tiny) Kennedy. Brother Frank Presti was elected to serve as new ship's delegate. Discussion held about the washing machine—to be checked in Japan.

### Entry Rating Lifeboat Class No. 5



The latest crop of graduates of the SIU's Entry Rating Lifeboat Class recently graduated. Kneeling (l-r) are: R. Rose, R. Vinson, T. Croce, F. Moyer, R. Rems, J. Bacher, L. Bieble, R. Larmour, and P. Ryzenga. Seated are: J. Luongo, S. Hord, R. Alvarez, D. McTernan, E. Dissinger, J. Yelich, R. Thompson, and C. Decker. Standing are: D. Williams, J. Wynn, A. Alfaro, R. Turner, T. Decker, R. Randle, T. McDermott, M. Maddox, and R. McDaniel.

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

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## Father and Son Make Trip Together; Plan to Sail as SIU Team in Future

Many Seafarers have favorite shipmates—men they like to sail and work with—but two Seafarers, Frank Melvin King, 51, and George E. King, 29, who sail together frequently are rather unique, for they are father and son. The SIU has at least two other family teams, but they consist of brothers. The Kings are one of the few father and son teams in the SIU.

"My father's going to sea influenced me," George told the LOG. The two Kings first started sailing together while George was still in college.

George attended three state schools in his native Georgia. He began at Georgia Southwest College, transferred to Georgia State College at Atlanta, and finally got his degree in business administration from the University of Georgia in 1960.

Today the senior King sails in the engine room as a FWT, while George holds an OS rating. "I picked the Deck Department because I like the outdoors," George told the LOG. "I don't like being closed in," he added. George did give the engine room a try, but found it too confining.

Frank King joined the SIU in New York. His son became a



Frank M. King, 51 (left), and his 29-year-old son George, one of the few father and son teams in the SIU sail together as much as they can. Frank sails in the Engine dept., George in the Deck dept.

Seafarer last November. Shortly after the two sailed together on the Steel Scientist (Isthmian), bound for a five-month trip to the Far East and back. The two

Kings plan to sail together as much as they can in the future. "It's a good situation, sailing with my father," says George.

The Kings live in Zebulon, Ga., about 50 miles south of Atlanta. "Mom," Mrs. Grace King, takes care of the home front while her husband and son are at sea.

Frank King got his first taste of the sea when he joined the Navy a few days after Pearl Harbor. He served as a gunner aboard merchant ships. One of his ships was torpedoed and sunk 319 miles south of Capetown, South Africa. There were only two survivors, Frank and the ship's carpenter. The two were picked up by a British freighter, after drifting in a lifeboat for 16 days. "That freighter that picked us up was the best looking ship I ever saw," Brother King reminisces.

After his stint in the Navy, the elder King worked in sawmills and then went into the lumber business. Whatever time he didn't devote to his business or his family, he spent fishing. "But," he laughs, "the game warden got so rough I had to give it up."

With an eye to the future, he hopes to attend the SIU's Deck Officer Upgrading School in the near future.

## SIU ARRIVALS

Aaron Jenkins, born April 13, 1967, to the Donald E. Jenkins, So. Webster, Ohio.

Brenda Kay Milne, born February 3, 1967, to the Thomas A. Milnes, Mobile, Alabama.

Erik Stannard, born April 12, 1967, to the George J. Stannards, Perrysburg, Ohio.

Mona and Monica Odom, born March 24, 1967, to the Rudolph Odoms, Huntington, New York.

Peter Murphy, born April 12, 1967, to the Edward J. Murphys, Buffalo, New York.

Vincent Kelly, born April 17, 1967, to the Vincent Kellys, Rose Tree Media, Pa.

Chad Evans Gillikin, born April 22, 1967, to the Norman Gillikins, New Orleans, La.

James Reed, born April 10, 1967, to the Ronald D. Reeds, Mamou, La.

Rebecca Callahan, born March 4, 1967, to the George E. Callahans, St. Louis, Mo.

Joanne Lynch, born March 6, 1967, to the Roy Lynchs, La Follette, Tenn.

Judy Lynn Driskill, born March 31, 1967, to the Millard J. Driskills, Berwick, La.

Robert Lee Powell, born March 27, 1967, to the Robert Powells, Mannington, W. Va.

Bellinda Scoper, born March 10, 1967, to the Charles J. Scopers, Lake Arthur, La.

Wey Fong Ching, born April 20, 1967, to the Wong K. Chings, San Francisco, California.

Frank Auerswald, born May 3, 1967, to the Frank Auerswalds, Deptford, New Jersey.

Loretta Foster, born May 5, 1967, to the Ellis G. Fosters, Jr., Belhaven, N. Carolina.

David Watts, born December 24, 1966, to the Allan T. Watts, Baltimore, Md.

Lesley Ann Williams, born November 19, 1966, to the Walter Williams, Gretna, Louisiana.

Natalie Ennis, born January 21, 1967, to the Thomas E. Ennis, Philadelphia, Pa.

## Lifeboat Class No. 178



The 178th graduating class of the SIU Lifeboat School now hold their Coast Guard lifeboat endorsements, a necessity for obtaining an AB's ticket. Seated (l-r) are: F. Dailey, A. Hartwell, F. Catalanotto, and G. King. Standing are Instructor Dick Hall, M. Weisberg, J. Parris, T. Howell, and Instructor Arni Bjornsson.

## Congressmen Back Merchant Marine

To The Editor:

In the first three and a half months of the 90th Congress, the number of bills proposing an independent maritime agency has reached the figure of 80.

This record number of bills, all proposing similar legislation, means that Congress has an entirely different attitude than many administration officials who wish the merchant marine buried somewhere in the Transportation Department.

Last year, the House voted 260 to 117 to exclude the Maritime Administration from the new Transportation Department.

The SIU and the Maritime Trades Department have done wonderful work in bringing home to Congress the importance of the American merchant marine. May they keep up the good work.

Harold M. Duggan

## Congressman Lauds Seafarers Good Will

To The Editor:

In reading the March 31st issue of the Seafarers Log, I noted the article about my good friend, Abe Handleman. It is gratifying to note that after his many years of devoted and tireless efforts on behalf of others, Abe is finally receiving some small measure of recognition for his deeds. He has always given of himself freely and selflessly to aid the fight against polio or any other cause that would benefit the needy.

Therefore, I know I speak for all of his friends here in Baltimore, especially my staff and myself, who have shared the benefits of his labors, when I say "Good Luck Abe" during your recuperative period and may you soon be well enough to resume your activities.

May I thank the LOG for their kind words about Abe and may I extend best wishes to your staff and readers.

Edward A. Garmatz, M.C.

(The writer is a member of Congress, representing the Third Congressional District in Maryland. Abe Handleman was hospitalized in the Staten Island USPHS Hospital recently for an operation. A few days after being declared fit for duty, he shipped out. E. Note.)

## Shares Credit With Others

To The Editor:

I wish to point out that in your article in the May 12 issue much credit must be given to several other men who helped form the emergency squad on the Margaret Brown. (The article related how Seafarer Dave Tuck and three officers climbed into the engine room of the Margaret Brown after it was hit by an explosion saving the life of Seafarer Ed Dunsmoor and the ship as well. Ed. Note.)

Pete Prevas gave the initial signal to the Master, Carl F. Barlett, for the general alarm to be sounded. Had it not been for Pete's quick response much precious time would have been lost.

Pete Prevas, Dick Whitley, Virgil Lambert, and John Scully our Bosun, helped to form the emergency squad and came down into the engine room at a time when even we ourselves were not sure the immediate danger was eliminated. Ambrose White's help was also invaluable.

I might say that my late father, who being a Chief Engineer and a past member of MEBA, taught my brother and I that where the need of another is greater than ours, we must act accordingly. As it was, I had friends down there and their needs were greater than my own at that instant; to have

## LETTERS To The Editor

done less towards them would have been a disservice.

It is men like Pete, Dick, Ambrose, Virgil, John, the Chief from the Hoosier State, Roy Boyett, and its First Engineer, E. Neelson, that I would be very proud to sail with and have as shipmates. These men have shown where their duty lies first and foremost to those who they call shipmates. I may never see any of them again but God bless them all, wherever they might sail.

Dave "Bones" Tuck

## U.S. Maritime Should Get Share

To The Editor:

World trade has doubled since 1959, helped in large measure by constantly declining tariff barriers. The important thing about the recently concluded Kennedy Round of tariff negotiations is that it is the biggest tariff reduction ever, and all but guarantees the continuance of a basic momentum toward expanding trade.

Everyone, including American businessmen, seems happy about the reduced tariffs. The typical American business reaction is that our economy will benefit from easier access to foreign markets.

The picture is indeed a rosy one, except for one factor—our moribund merchant marine. At this point in our nation's economic history, when it is an odds-on bet that the Kennedy Round will help foreign trade grow at even a faster rate than it has during the past decade, our merchant marine should be expanding to carry our share of our foreign trade.

If the merchant marine isn't expanded, the percentage of our trade carried by American ships will decline far below the pitiful eight per cent which is the current figure.

We are living in an ever shrinking world, and the ships of the world are helping to make our planet one united community. The United States merchant marine must play its part.

Right now we import about as much as we export. A greatly expanded American merchant marine that would carry most of our products to foreign shores would be good economics, helping our balance of payments position.

Robert Pedone



# FINAL DEPARTURES

# Retired Seafarer Schapiro Recalls Sailing Hardships of Pre-SIU Days

**Robert Meyers, 42:** Brother Meyers died on February 16, in Erie, N. Y. He was the victim of a building collapse. Born in Ashland, Wisc. Meyers made his home in that city. He joined the SIU Great Lakes District in Detroit. A member of the Engine Department, he shipped as Fireman. He was last employed by the Tomlinson Steamship Lines. Surviving is a brother, Kenneth Meyers of Superior, Wisc. Burial was in Mt. Hope Cemetery, Ashland, Wisc.

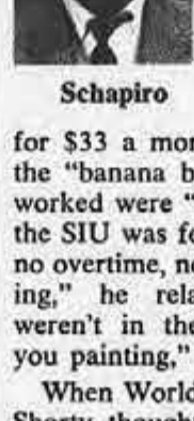


**Clarence Gardner, 61:** Brother Gardner died aboard the Columbia Victory on June 8, 1966, from a cerebral hemorrhage. He sailed as a Chief Steward. Seafarer Gardner was born in Tennessee and lived in Paris, Tenn. He joined the Union in Savannah, Georgia. He is survived by his step-daughter, Mary Ann Gardner of Paris. Brother Gardner's body was returned to Paris from Antwerp, Belgium, for burial.



"A little man can do a lot," Morris Mendel Schapiro told the LOG recently. Known as "Shorty," a nickname he picked up during his early years as a Seafarer, Schapiro stands 4'9" tall, and is the shortest man in the New York Hall.

A charter member of the SIU, Shorty worked and lived in three continents, making ends meet in spite of being "too little and too honest." He first went to sea as a messman in 1930 in the second year of the Great Depression, after his haberdashery store in Newark, N.J. had gone under together with millions of other small businesses.



**Schapiro**  
On board ship, he worked 18 hours a day, seven days a week, for \$33 a month. Conditions on the "banana boats" on which he worked were "disgraceful" before the SIU was formed. "There was no overtime, no Sundays, no nothing," he relates. "When you weren't in the galley, they had you painting," he adds.

When World War II broke out, Shorty thought nothing of dodging Japanese naval ships while serving aboard troop carriers. Most of his sailing during the war was done to the South Pacific with Delta Lines. He was on troop carriers that carried soldiers to New Guinea, Numea, the Fiji Islands, and New Caledonia.

**Vivid War Memory**  
His most vivid memory of the war was the run into Guadalcanal. The ship had to make it to the island after dark, then unload 2,000 enlisted men and 185 officers and get away again before dawn. The reason that the entire operation had to be completed in the dead of night was that the darkness provided cover from Japanese artillery observers.

Shorty also crossed the Atlantic during the war. He remembers seeing Allied planes "in the hundreds" flying over Belfast on their way to Germany.

Brother Schapiro was born in the tiny village of Poneveicz, Lithuania, which was then part

of Russia. His father was poor, an agricultural agent who traveled from farm to farm by horseback, buying flax from farmers to be made into linen by the company for which he worked. "In Russia, you had to be rich to go to school," Shorty told the LOG, and he didn't qualify.

He decided to immigrate to South Africa, where he had relatives. It took him three years to get out of Russia.

He stayed in the Union of South Africa for 13 years. He lived with his cousin in a small town 85 miles inland from Capetown. "I did lots of things in South Africa," Shorty told the LOG, including selling cattle, distributing burlap bags and selling grain for seed. He also taught himself to read and write English by reading the *Capetown Times* religiously.

In 1927 he left South Africa

for the United States, settling in Newark, N.J. He met the girl who became his wife. "I thought I was in heaven when I saw her," he says. Mrs. Schapiro died in 1962. After a stint as an haberdashery salesman and a life insurance agent he opened his haberdashery store on Newark's Market Street.

Not content with seeing the world as a seaman, Morris continued to travel after he retired at the age of 66. "My hobby is traveling, and I've been in every interesting town in America." He particularly likes the West, and he has been in Los Angeles, Santa Barbara, San Francisco and Yellowstone Park. He used to travel by Greyhound bus, staying in each city about a month. "Now I must fly," he says. Telling of his trip to the Grand Canyon, he said wistfully, "I was too old to make the trip down by mule."

**Francis Chase, 61:** Brother Chase died in Mercy Hospital, Baltimore, on March 11. He was born in Baltimore and made his home in that city. Chase joined the SIU in New York City. He was a member of the Deck Department and sailed as AB, Bosun and Carpenter. His last ship was the Geneva. Burial was in Holy Rosary Cemetery, Baltimore. Surviving are a brother, Walter of Somerville, Mass., and a sister, Rose Graybill of Baltimore.

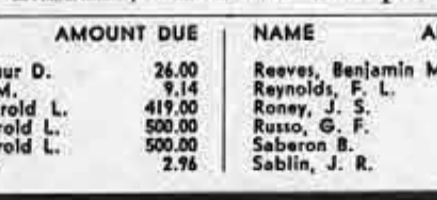


**John D. Raines, 44:** Brother Raines died of a heart attack in the New Orleans USPHS Hospital, after an illness of several days. A native of Alabama, he joined the SIU in the port of Mobile, in 1958. At the time he was employed by the Bay Towing and Dredging Co., as a deckhand. He is survived by his father, Bular Raines, and a sister, Mrs. Marzett Raines Johnson.



**George Fossett, 65:** Seafarer Fossett died on Oct. 30, 1966, while sailing aboard the Transastern. He died aboard the ship while in the vicinity of Subic Bay. A member of the Engine Department, he held the rating of FOWT. Born in Cumberland, Md., he lived in Catonsville, Md. and joined the SIU in Baltimore. Fossett is survived by his sister, Dorothy Meese, of Baltimore. The body was returned to the United States for burial.

**Joseph Camp, 51:** Brother Camp died of pneumonia at the USPHS Hospital in Seattle on March 26. He was born in Georgia and made his home in Seattle. Seafarer Camp joined the SIU in the port of New York and sailed in the Engine Department. He held the rating of Electrician. His last vessel was the Eliza. Brother Camp was buried at the Butterworth Family Mortuary, Seattle.



# PERSONALS

**Roland P. Dean**  
Your mother has passed away. Please contact attorney Harry Goldman Jr., Central Savings Bank Building, Baltimore, Md. 21202.

**Pat L. Murphy**  
It is important that you contact Jean Woods, 69 N.W. 26th Ave., Apt. 6, Miami, Fla. 33125.

**Herbert K. Kennedy**  
Please contact your lawyer, Herman N. Rabson, 15 Park Row, N. Y. C., or phone WO 2-5250 in regard to a matter pertaining to the Halaula Victory in 1966.

**Robert Swanson**  
Please contact Lis Swanson, Long Beach, California.

**Joseph Maloney**  
Please contact J. Berkowitz, chief accountant, Pecos Transport, Inc., 350 Fifth Ave., New York, N. Y. 10001, in regard to unclaimed wages while aboard the Pecos during March and April, 1966.

**Francis (Frank) Warren**  
Please contact your mother, Mrs. Fanny Warren at 276 East Avenue, East Norwalk, Conn. 06855, in regard to a very important matter.

**John A. Blazewick**  
Please contact Indiana Local Board No. 173, Selective Service System, Post Office Building, East Chicago, Ind., 46312, immediately.

NAME	AMOUNT DUE	NAME	AMOUNT DUE
Abdullah, A. H.	\$ 8.96	Hachey, L. W.	13.63
Adams, J. N.	17.62	Hair, Geo.	5.13
Addington, Homer	15.89	Hanson, Karl Hans	4.04
Asunson, A. A.	.01	Hashagen, G.	2.32
Beckman, Donald W.	18.76	Hendrick, D.	6.00
Bingenheimer, J. P.	33.44	Hirablis, S. N.	.47
Boatner, R.	21.14	Holsebus, Merlen	29.70
Brian, R. E.	7.33	Holt, P. S.	13.57
Britton, E. G.	17.35	Huckeba, J. J.	13.53
Brown, J. P.	103.08	Huckeba, J. J., Jr.	12.36
Brown, J. P.	4.73	Hulsebus, Merlen M.	20.17
Brown, Paul W.	3.62	Jackson, G. R.	4.22
Brunker, C. C.	18.37	Jardine, W. S.	.49
Byers, J.	5.56	Johnson, A.	1.08
Byers, J.	1.12	Johnson, William H.	2.40
Carter, F.	.49	Johnson, Wm.	7.16
Cline, J. E.	.70	Knight, R. C.	18.74
Cooper, C.	4.32	Labus, Thomas V.	.01
Corns, R.	52.29	Leavell, W. L.	.01
Cousins, W. M.	5.14	Lakvitz, Alfred	4.64
Craig, D. E.	16.03	Lines, T. O.	.50
Crawford, Arnold	43.00	Little, Wm.	49.35
Crouch, Bobbie G.	137.04	Lockerman, W.	.52
Cummingham, W. N.	3.52	Lyons, A.	2.25
Davis, M. C.	.48	Mathews, T. J.	29.67
Davis, M. J.	.44	Maxwell, K. J.	1.07
De Arce, R.	1.98	McGloves, F. S.	3.01
Debolisiera, R. P.	37.97	McAuliffe, W. A. III	.44
DeSilva, H.	34.90	McClintic, William	10.87
Dipietro, James J.	2.80	McHale, Martin	5.91
Dolan, J.	3.00	McKenna, R.	45.22
Dolan, John V.	15.02	McKenna, R. P.	102.15
Dowd, O.	.75	Mendoza, Ernest	10.53
Dunne, A.	.48	Messerall, Bobby L.	4.04
Dunne, A. Jr.	198.47	Mitchell, Willie L.	18.74
Falgoust, M. J.	4.44	Montgomery, D. R.	16.03
Falgoust, M. J.	13.87	Moreland, Dennis	16.85
Favalora, R.	1.56	Myers, Jake	22.37
Felix, H. M.	5.38	Nelson, E.	11.45
Firlie, L.	3.76	Nelson, W. A.	33.44
Fitton, Lewis	24.97	O'Sullivan, R. P.	2.17
Forest, Jackson	11.07	Oswinkle, Wm. A.	2.25
Garrecht, Ronald	23.09	Owens, R. J.	.44
Garrecht, Ronald J.	6.00	Owens, Robert J.	5.50
Giamboli, L. A.	31.67	Owens, Wm.	2.40
Gichenko, M.	16.03	Page, R. G.	21.35
Gonyea, Earl E.	66.18	Page, R. G.	11.45
Goutierrez, H. J., Jr.	13.57	Palino, J.	3.77
Greaux, L.	.48	Payne, H. A.	15.88
Greaux, L. P.	29.28		

The Delta Steamship Lines has notified the SIU that it is holding checks for unclaimed wages due crewmen. The following Seafarers may collect their checks by writing to the Paymaster, Delta Steamship Lines, Inc., No. 2 Canal Street, International Trade Mart, Room 1700, New Orleans, La. 70130.

## DELTA LINE MONEY DUE

NAME	AMOUNT DUE	NAME	AMOUNT DUE
Payton, Arthur D.	26.00	Reeves, Benjamin M.	12.54
Pereira, R. M.	9.14	Reynolds, J. F. L.	16.03
Phillips, Harold L.	419.00	Roney, J. S.	13.63
Phillips, Harold L.	500.00	Russo, G. F.	.44
Phillips, Harold L.	500.00	Saberon B.	3.76
Potarsky, R.	2.96	Sablin, J. R.	15.33

NAME	AMOUNT DUE	NAME	AMOUNT DUE
Santo, R. D.	387.61	Walker, P. W.	2.85
Saunders, O. H.	1.84	Walker, W.	1.88
Shea, W. R.	4.26	Warren, V. C.	4.93
Shipton, K.	9.14	Warren, V. C.	3.67
Shipton, K.	27.08	Watson, James C.	9.90
Singleton, W. C.	3.62	Watts, L.	8.05
Smith, R. C.	22.45	Weaver, L. L.	2.85
Smithers, W. J.	6.00	Weaver, L. L.	2.85
Sommers, E.	21.14	Weeks, John W.	7.51
Somyak, Joseph L.	45.55	Weems, C.	5.60
Thorne, W. W.	49.16	West, Frank W.	15.95
Trinidad, A. P.	.01	Wheeler, O.	4.93
Vaccaro, G.	4.93	Wicak, Ed. A.	3.75
Valladares, John	5.63	Wiggins, J.	7.31
Van Holden, J. B.	3.66	Wiggins, J. D.	4.64
Vanasse, R. C.	5.31	Wiggins, Jesse D.	3.96
Vanasse, Raphael C.	4.01	Williams, B. G.	2.03
Velazquez, E. M.	7.49	Williams, Robbie G.	7.23
Vendoloski, Charles	2.93	Williams, C. L.	9.85
Vieira, E.	3.73	Williams, J. F.	4.64
Vieira, J.	5.86	Williams, Joseph F.	3.96
Vigne, A.	4.93	Williams, Joseph	1.88
Vigo, J.	4.93	Williams, Robert	49.51
Vigo, Jose J. A.	3.09	Williamham, Edell	3.09
Vincent, F.	3.96	Willis, T. T.	6.23
Visser, D.	3.75	Wilson, A. D.	3.52
Von Holden, J. R.	2.04	Wilson, A. D.	3.75
Von Holden, J. R.	16.65	Wilson, J. C.	2.85
Von Holden, J. R.	16.23	Winget, J. A.	5.77
Von Holden, Jaechim	7.91	Wintzel, H. J.	16.25
Vorel, Richard J.	370.36	Wolfe, James T.	1.47
Vouge, L.	3.87	Workman, H. O.	1.88
Vyalal, Bennie	14.40	Workman, H. O.	3.73
Villacruzes, L. R.	26.71	Workman Homer	3.74
Vincent, C.	20.51	Worley, C. D.	3.67
Wade, L. G.	1.61	Worrell, D. A. L.	4.94
Weed, M. F.	16.03	Wright, J.	13.57
West, G. R.	3.68	Wright, Sherman	1.51
Wheatley, J. E. Jr.	1.13	Wright, W. O.	4.93
Whorter, A. M.	17.26	Wynn, C.	27.69
Wolf, L.	.44	Ybarra, V. B.	1.92
Wong, H. M.	12.55	Ybarro, D.	28.61
Woodell, Standish	4.04	Yeoman, A. R.	4.40
Wahl, Chas. Jr.	7.48	Young, Charles	10.54
Waits, B.	16.83	Zance, Anthony	1.47
Walls, Bever	5.32	Zahner, O. C.	3.09
Walls, Charles	1.00	Zitto, Sal	7.33
Walker, Elias H.	4.59	Zubatsky, E. E.	4.93
Walker, J.	3.54	Zulli, K. C.	12.32
Walker, Lary G.	5.24		



# Schedule of Membership Meetings

**SIU-AGLIWD Meetings**

New Orleans July 11—2:30 p.m.  
 Mobile . . . . . July 12—2:30 p.m.  
 Wilmington . . . July 17—2:00 p.m.  
 San Francisco  
 July 19—2:00 p.m.  
 Seattle . . . . . July 21—2:00 p.m.  
 New York . . . . . July 3—2:30 p.m.  
 Philadelphia July 5—2:30 p.m.  
 Baltimore . . . . July 5—2:30 p.m.  
 Detroit . . . . . July 14—2:30 p.m.  
 Houston . . . . . July 17—2:30 p.m.

**Great Lakes SIU Meetings**

Detroit . . . . . July 3—2:00 p.m.  
 Alpena . . . . . July 3—7:00 p.m.  
 Buffalo . . . . . July 3—7:00 p.m.  
 Chicago . . . . . July 3—7:00 p.m.  
 Cleveland . . . . July 3—7:00 p.m.  
 Duluth . . . . . July 3—7:00 p.m.  
 Frankfort . . . . July 3—7:00 p.m.

**Great Lakes Tug and Dredge Region**

Chicago . . . . . July 11—7:30 p.m.  
 †Sault Ste. Marie  
 July 13—7:30 p.m.  
 Buffalo . . . . . July 12—7:30 p.m.  
 Duluth . . . . . July 14—7:30 p.m.  
 Cleveland . . . . July 14—7:30 p.m.  
 Detroit . . . . . July 10—7:30 p.m.  
 Milwaukee . . . . July 10—7:30 p.m.

**SIU Inland Boatmen's Union**

New Orleans July 11—5:00 p.m.  
 Mobile . . . . . July 12—5:00 p.m.  
 Philadelphia July 5—5:00 p.m.  
 Baltimore (licensed and unlicensed) July 5—5:00 p.m.  
 Norfolk . . . . . July 6—5:00 p.m.  
 Houston . . . . . July 17—5:00 p.m.

**Railway Marine Region**

Philadelphia  
 July 11—10 a.m. & 8 p.m.  
 Baltimore  
 July 12—10 a.m. & 8 p.m.  
 \*Norfolk  
 July 13—10 a.m. & 8 p.m.  
 Jersey City  
 July 10—10 a.m. & 8 p.m.

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

**United Industrial Workers**

New Orleans July 11—7:00 p.m.  
 Mobile . . . . . July 12—7:00 p.m.  
 New York . . . . . July 3—7:00 p.m.  
 Philadelphia July 5—7:00 p.m.  
 Baltimore . . . . July 5—7:00 p.m.  
 ‡Houston . . . . . July 17—7:00 p.m.

## DIRECTORY of UNION HALLS

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**Inland Boatmen's Union**  
**United Industrial Workers**

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**YOKOHAMA, Japan.** . . . . Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 204971 Ext. 281

**VANTAGE PROGRESS** (Pioneer Maritime), April 16—Chairman, F. L. Bartlett; Secretary, H. G. Werns. Ship's delegate talked to the Captain about a plaque for the Chief Mate who passed away in Cam Rahn Bay, Vietnam. It will be brought aboard ship in Long Beach, California, so that all the crew can see it. Picture of it will be sent to the LOG. \$29.50 in ship's fund. Everything is running smoothly in all departments with no beefs and no disputed OT. It was suggested that more cigarettes should be stocked in stow chest, also variety of candy. Vote of thanks to the deck department for bringing ship into port looking good. Vote of thanks to the messman, J. W. Martin for keeping messroom clean.

## DIGEST of SIU SHIP MEETINGS

**WACOSTA** (Sea-Land), April 16—Chairman, C. Hemby; Secretary, M. Caldes. Brother Hemby was elected to serve as ship's delegate. Motion was made to have a PA system installed in messhall from bridge. Ship needs to be fumigated for roaches. No beefs and no disputed OT reported. Vote of thanks to the Steward Department.

**COMMANDER** (Marine Carriers), December 18—Chairman, J. McPhaul; Secretary, J. Q. Dedicatoria. Vote of thanks extended to resigning ship's delegate, William Koltonuk, for a job well done. Motion made to go on record in the recording of these minutes, that paying off in such a procedure of holding OT for the next trip is not satisfactory to the crew. Crew would like the boarding patrolman to put a stop to it.

**PRODUCER** (Marine Carriers), April 9—Chairman, Ray Wright; Secretary, J. A. Stevens. Brother Bruce Knight was elected to serve as new ship's delegate. No beefs were reported.

**AMES VICTORY** (Victory Carriers), March 17—Chairman, Donald Mason; Secretary, Gus Skendelas. Ship's delegate extended a vote of thanks to the crew for bringing the ship in clean. No beefs reported. Everything is going smoothly. Vote of thanks to the Steward Department.

**LYNN VICTORY** (Victory Carriers), March 21—Chairman, Matthew D. Guldara; Secretary, Harold Struss. All repairs requested by previous crews have been made. Brother Matthew D. Guldara, ship's delegate was given a vote of thanks and was re-elected to serve again. Vote of thanks to the steward department for a job well done. The preparation of all food is excellent.

**BEATRICE VICTORY** (Victory Carriers), April 2—Chairman, C. G. McLellan; Secretary, R. N. Dowell. No beefs and no disputed OT reported by department delegates. Vote of thanks to the deck department for keeping messhall clean at night throughout trip. Discussion about poor medical attention. It was suggested that the company agents select doctors who can speak English, or send an interpreter with crewman to the doctor.

**STEEL EXECUTIVE** (Isthmian), March 5—Chairman, P. Sernyk; Secretary, Michael Miller. No beefs reported by department delegates. \$4.95 in ship's fund.

**BEAVER VICTORY** (Bulk Transport), March 12—Chairman, Frank Rodriguez, Jr.; Secretary, James A. MacKenzie. Brother MacKenzie was elected to serve as ship's delegate. No beefs reported. Deck delegate reported that he has a good gang in the deck department.

**STEEL ARCHITECT** (Isthmian), March 19—Chairman, Roy R. Thomas; Secretary, James E. Ostrom. \$104.25 in ship's fund. No beefs reported by department delegates. Brother Harold Perdelegato. Vote of thanks to the Steward guson was elected to serve as new ship's Department for a job well done.

**MISSOURI** (Meadowbrook Transport), April 7—Chairman, Joseph Werselovich; Secretary, Maximo Bugawan. \$8.00 in ship's fund. Except for difficulties in Steward Department, everything is O.K.

**MISSOURI** (Meadowbrook Transport), March 5—Chairman, E. E. Davidson; Secretary, H. Bugawan. \$8 in ship's fund. No beefs and no disputed OT reported. Vote of thanks was extended to the ship's delegate for a job well done. Crew donated \$135.00 and sent floral wreath to crewmember, whose father passed away.

**DEL ORO** (Delta), April 18—Chairman, Stanion Grice; Secretary, W. H. Simmons. \$88.78 in ship's fund. Ship's delegate thanked the crew for a swell voyage in good old SIU style. There is some disputed OT in all three departments which will be squared away at payoff by the patrolman. Everything else is running smoothly. Steward thanked the crew for helping make this a fine trip. Vote of thanks was extended to the steward department for a job well done.

**OCEANIC WAVE** (Oceanic Pioneer), April 9—Chairman, J. D. Mathew; Secretary, J. L. Pagan. No beefs were reported by department delegates. Two men missed ship, one in Yokohama and the other in Honolulu. Disputed OT in engine department to be settled by patrolman. Motion made that the men on watch from 8 to 2 while in port should get OT as do the officers. Company should be contacted about putting movies on board ship and a television set in the crew mess. Ship needs fumigation. Vote of thanks to the Steward Department for a job well done.

**MADAKET** (Waterman), April 8—Chairman, A. Stankiewicz; Secretary, T. Kubecka. \$9.00 in ship's fund after spending \$25 for TV repair. Crewmembers requested to donate to build up ship's fund. Brother A. Stankiewicz was elected to serve as ship's delegate.

**MARYMAR** (Calmar), April 16—Chairman, John Niemiera; Secretary, F. A. DeLeon. \$21.50 in ship's fund. No beefs and no disputed OT reported by department delegates. Motion made that headquarters contact Calmar Steamship Company regarding the matter of transportation around the clock between Sparrows Point bus terminal and Pennwood Wharf Deck.

**FAIRISLE** (Pan Oceanic Tankers), April 1—Chairman, E. I. Huddleston; Secretary, Ira C. Brown. Brother R. Huddleston was elected to serve as ship's delegate. Everything is going along smoothly with no beefs and no disputed OT.

**BELGIUM VICTORY** (Isthmian), April 9—Chairman, A. Michelet; Secretary, Ken Hayes. \$19.00 in ship's fund. No beefs and no disputed OT reported by department delegates. Vote of thanks was extended to the Steward Department for a job well done.

**COMMANDER** (Marine Carriers), March 28—Chairman, Ralph Bullard; Secretary, Lynden Webber. No beefs reported by department delegates. Vote of thanks to the entire steward department for a job well done.

**DEL RIO** (Delta), March 26—Chairman, H. A. Hamlett; Secretary, N. J. Savoie. Motion was made that Headquarters see about 20-year retirement and pension plan. Motion made that the SIU officials negotiate for companies to build private quarters for the crews on new ships being built. Brother James D. Johnson was elected to serve as ship's delegate. \$30.10 in ship's fund. No beefs were reported.

**SAN JUAN** (Hudson Waterway), April 23—Chairman, B. Hoffman; Secretary, Juan S. Rueta. Ship's delegate reported that all is running smoothly with no beefs. Vote of thanks to the steward and the entire steward department for the good food and a job well done. Crew were commended for their good behavior.

**SELMA VICTORY** (South Atlantic-Caribbean), March 19—Chairman, Allen Bell; Secretary, Anthony Notturno. No beefs reported by department delegates. All were squared away by the Captain. Ship's delegate to see the Mate about getting steward department rooms painted. Vote of thanks to the Steward Department for a job well done.

# 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.)

- ⚓ —
- Stitzel-Weller Distilleries  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," W. L. Weller  
Bourbon whiskeys  
(Distillery Workers)
- ⚓ —
- Kingsport Press  
"World Book," "Childcraft"  
(Printing Pressmen)  
(Typographers, Bookbinders)  
(Machinists, Stereotypers)
- ⚓ —
- Jamestown Sterling Corp.  
(United Furniture Workers)
- ⚓ —
- White Furniture Co.  
(United Furniture Workers of America)
- ⚓ —
- Genesco Shoe Mfg. Co.  
Work Shoes . . .  
Sentry, Cedar Chest,  
Stafier  
Men's Shoes . . .  
Jarman, Johnson &  
Murphy, Crestworth,  
(Boot and Shoe Workers' Union)
- ⚓ —
- Baltimore Luggage Co.  
Lady Baltimore, Amelia Earhart  
Starlite luggage  
Starlite luggage  
(International Leather Goods,  
Plastics and Novelty Workers  
Union)
- ⚓ —
- "HIS" brand men's clothes  
Kaynee Boysewear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves, Richman  
Brothers and Sewell Suits,  
Wing Shirts  
(Amalgamated Clothing Workers  
of America)
- ⚓ —
- R. J. Reynolds Tobacco Co.  
Camels, Winston, Tempo,  
Brandon, Cavalier and Salem  
cigarettes  
(Tobacco Workers International  
Union)
- ⚓ —
- Peavy Paper Mill Products  
(United Papermakers and  
Paperworkers Union)
- ⚓ —
- Comet Rice Mills Co. products  
(International Union of United  
Brewery, Flour, Cereal, Soft  
Drinks and Distillery Workers)
- ⚓ —
- Antonio Perelli Minetti & Sons  
Ambassador, Eleven Cellars  
Red Rooster, Greystone, Guasti,  
Calwa, F. I., Tribuno Vermouth,  
Aristocrat, Victor Hugo, A. R.  
Morrow Wines and Brandies.  
(National Farm Workers  
Association)

## 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.





Seafarer Leslie Pluff displays a sample from what he claims to be the largest collection of unopened cigarette packages in the world. His collection consists of over a thousand different brands from all over the world and contains many thousands of individual cigarettes.

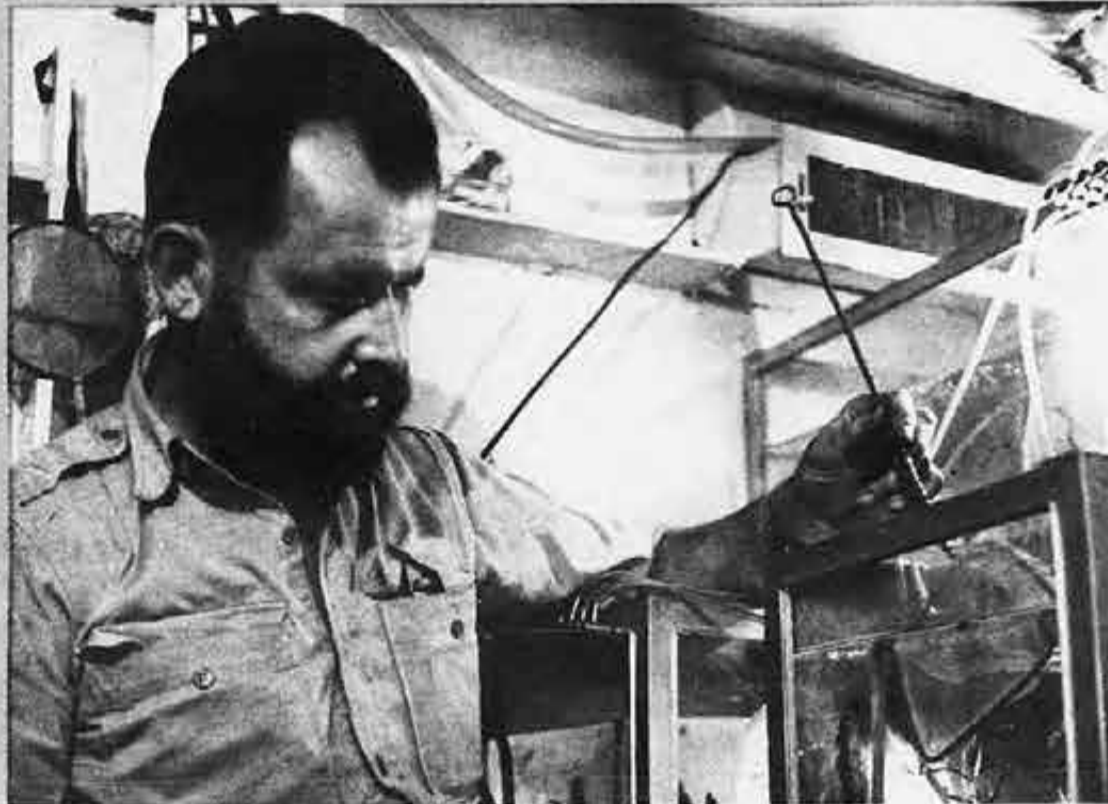


Brother George Flood proudly displays examples of his handiwork with a needle and thread. Materials used by Flood include wool yarn, black velvet and ample amounts of skill and patience. In the old days, when ships were under sail, says Flood, every seaman knew how to use a sewing needle. Many also knitted.



Seafarer Robert Black tends to tropical fish in the foc'sle. He is an avid fish hobbyist and his collection contains many unusual specimens. Brother Black began his collection with just a few fish. He soon found his collection growing day by day. At the time photo was taken he had over 250 fish.

Seafarer veteran Marion Wells devotes many a spare hour to a hobby that has earned him the name of the most matchless carpenter in the SIU fleet. Wells makes picture frames out of match sticks, like the one above which is made from 2,969 matchsticks.



# Seafarers and Their Hobbies



**O**NE OF the problems Seafarers have always had to face has been that of filling their off duty hours while at sea. Unlike the landlubber, the seaman, when he has time to spare, cannot go to a ball game, take a day to go fishing, or take a drive in the car with the wife or kids.

The Seafarer, by nature of his work, cannot count on so many of the things the shoreside worker takes for granted. He has to fall back much more on his own imagination and ingenuity and rely less on outside resources in order to utilize his off-hours at sea.

The things a man can do with his spare time while ashore defy counting, but for the Seafarer, filling his off-duty hours while at sea can be a challenge.

Most Seafarers are not content to sleep those hours away and often turn to a hobby. A hobby can help a seaman learn a craft, broaden his education, and even keep him physically fit.

The two pastimes most often chosen by seamen are reading and photography. Reading is unique in that it can be a hobby in and of itself, or it can be an extension of another hobby. The Seafarer who has photography as a hobby, will often enjoy reading photography magazines.

Photography is a widespread hobby among seamen and most Seafarers agree that expensive and elaborate equipment is not needed.

Some Seafarers enjoy unique hobbies. Many become collectors and the things they collect range from cigarette packages to rare coins and from insects to oil paintings.

Seafarer Peter Chopinski was a professional prize fighter for 13 years. He now enjoys collect-

ing old fight photos and will read any book on boxing he can get his hands on. He recalls shipping out with a fellow named Robert Frazer who collected sea shells. "He's got them in sizes that range from a half-inch up to the size of a basketball and you just can't describe the fantastic colors they come in."

SIU member William McCormack Jr. collects coins and samples of paper money from around the world. "I like to save a coin or piece of paper money from each port I visit. I also collect old U.S. coins, especially Indian head pennies."

Seafarer Leslie Pluff calls his collection of unopened cigarette packages the largest in the world. He has more than one thousand different brands.

Robert Black is an avid tropical fish breeder and collector who enjoys caring for rare tropical fish aboard ship. Black told the LOG that he has at least 250 tropical fish on hand when he ships out.

A good many Seafarers are talented, creative men who enjoy expressing themselves on canvas or through the creation of things with their hands.

Herbert Walters spends much of his spare time painting, mostly in water colors. "I like to paint still life and what I would call futuristic paintings," says Herb. "In futuristic painting, the artist tries to present an object from an unusual angle or point of view. Through the use of various colors and shapes, the artist tries to convey to the viewer a unique mental impression or to express a particular human emotion."

Nicolas Raminski is a Seafarer who spent one year in art school before turning to the sea. He

enjoys sculpturing models of animals in clay. His favorite subject is galloping horses. After he has finished a model he enjoys giving them away to children.

Many Seafarers enjoy modeling in other mediums, such as wood.

John Michaelis recalls a shipmate whose hobby was wood carving. "He would use blocks of wood to carve out a model of the ship he was on," says John. "When he was finished, you could see every detail in his model same as it was on the real ship."

Marion Wells believes that a wooden match can be used for much more than lighting a cigarette. He builds picture frames and other objects out of them. For one frame he used 2,969 matches. His shipmates say there is never a loose match on any ship he is on.

George Flood is a Seafarer who in his spare time learned to work with a needle and thread and create pictures on black felt. "In the old days when many ships were under sail," says George, "many seamen knew how to sew. Today you can find oldtimers who can sew as well as any seamstress."

Life at sea requires that a Seafarer keep in shape, and many seamen consider keeping physically fit a hobby.

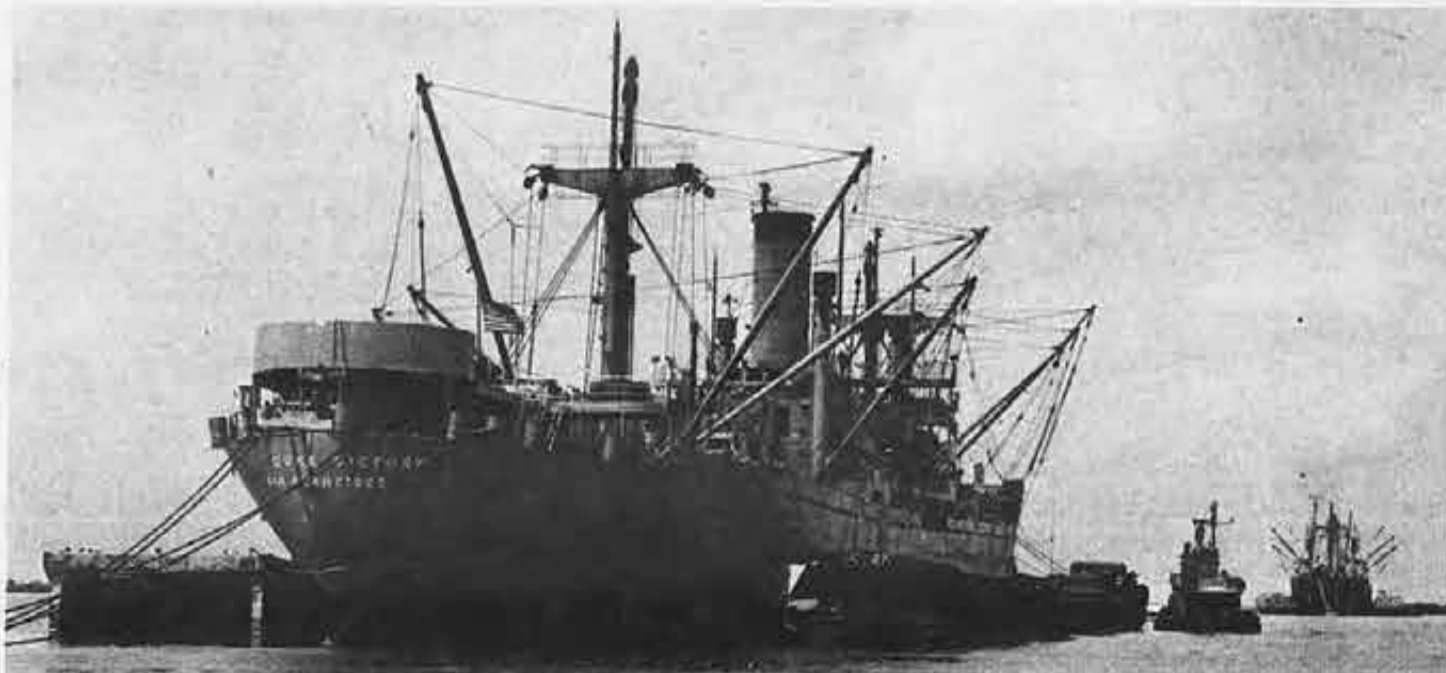
Frank Adosci always has a set of weights with him aboard ship. "You could say keeping in shape is my hobby," says Frank.

Norbert Patrick enjoys exercising up on deck during his off duty hours and is an accomplished weight lifter.





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



Duke Victory (Victory Carriers) is one of many SIU-contracted vessels delivering materiel to Vietnam war zone.

## Seafarers on the Vietnam Run



Just off the Steel Flyer in Saigon are: H. Welsh, G. Smith, M. Landron, R. L. O'Brien, R. O. Masters, and H. Fernandez. The Isthmian vessel has made numerous calls to ports in South Vietnam.



These Seafarers relax after a long voyage while Neva West discharges cargo at Cam Ranh Bay. From left, J. Rogers, wiper; D. Costello, dayman, and T. Hamilton, an AB, are veterans of Viet run.



The Seatrain Carolina is shown discharging her cargo in the port of Saigon in April. The SIU-contracted vessel is expected to make numerous calls at ports in South Vietnam in near future. It is one of many SIU ships sailing to South Vietnam.



These Seafarers were part of the crew that sailed aboard the Yaka. Left to right, Jack Hart, Jim McGovern, J. Meyerchak, and Lee Mokin. The crew reported a good voyage with very few beefs.

The Yaka, a Waterman ship, discharges war materiel at Delong Pier in Cam Ranh Bay. Photo was taken in April. The ship made several voyages to the war zone and reported a smooth trip.



Crew of Seatrain Carolina included many veteran Seafarers. Standing, left to right: G. Gereais, N. Napolitano, A. Olander. Kneeling: H. Midgett, M. DelPrado, J. Meehan. DelPrado was electrician, others sailed in the deck department.



D. Dow (left) was a member of the deck department while J. B. Delery sailed as a FWT. Seafarers shipped aboard the Overseas Rose. Photo was taken during stop in Cam Ranh Bay where ship unloaded cargo



Enjoying a fast cup of coffee while Overseas Rose discharges cargo, G. Howard (L) and J. Byers discuss recent voyage. Howard was a wiper, Byers a chief electrician and all reported a good trip.



Bosun Jimmy Meehan relaxes on the deck of Seatrain Carolina while longshoremen unload her valuable cargo in the port of Saigon. The ship made it's first trip to Vietnam and Seafarers are anxious to return, Jimmy is an old pro with SIU.