



To the Congress of the United States:

A PETITION

to improve and modernize the Federal Social Security System.

We, the undersigned, support President Johnson's request to the Congress of the United States to raise Social Security benefits to a level that will more nearly equal needs. We agree that the biggest increases should go to the two and a half million retirees who now get only woefully inadequate minimums.

We believe that the United States, now surpassed by 13 Western European nations in the field of social welfare, can and should provide its citizens with a realistic and sound Social Security system consistent with our resources.

NAME	ADDRESS
V.A. Caszarella	156 Somers pt. Bklyn N.Y.
M. J. Fogarty	1816 19th Galveston Texas
Herbert Johnson	27 Larchwood Ave Jersey City, N.J.
W. M. Rogalski	R- 372 213-58 Bklyn N.Y.
John Razzola	P.O. Box 66, New Jersey
A. Vantreest	42 Patmos Ave Tom River N.J.
Dr. Montalvo	109 Columbia St Bklyn N.Y.
	2300-5th ave NY
	66-79th St Brooklyn 24
	21 Street Brooklyn

Labor's Fight for Stronger Social Security

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Twice-Postponed Senate Hearings to Resume

Boyd Slated to Present Government Maritime Policy at May 1 Hearing

WASHINGTON—Senate hearings probing future Government policy toward the American merchant marine, which opened on April 12, are to be resumed on May 1 because of the failure of Transportation Secretary Alan S. Boyd to appear at the April 12 meeting as expected. Boyd was scheduled to disclose at that

meeting what policy the Administration has in mind for the future of the maritime industry.

Members of the Senate Commerce Committee's Subcommittee on Merchant Marine and Fisheries expressed extreme disappointment at Boyd's failure to appear as scheduled. Another Administration witness who was scheduled to appear but didn't, was Secretary of Defense Robert McNamara, who was expected to continue his pleas for Congressional approval of his Fast Deployment Logistic Ship concept, which has already been rejected by the Senate, and to which numerous members of the House have already expressed strong opposition.

Actually, this is the second postponement of the Senate mari-

time hearings, which were originally slated to begin in March, but were postponed at the request of the Administration.

Various members of the Senate subcommittee expressed irritation at the failure of Boyd and McNamara to appear at the most recent hearings. Senator E. L. Bartlett (D-Alaska), subcommittee chairman, declared "We can afford to wait no longer," because the American merchant marine "is sinking fast" in the absence of any firm Government maritime policy to guide its future.

Senator Daniel Brewster (D-Md.) accused Acting Secretary of Commerce Alexander B. Trowbridge, who did appear at the hearings but would not offer any indications of what the Administration has in mind regarding a

new maritime policy, of "dodging and weaving" when asked when the policy would be ready and what it would contain.

Boyd's appearance at the hearings is of the utmost importance because in spite of the fact that Congress last year refused to transfer the Maritime Administration into Boyd's Department of Transportation and kept it instead in the Department of Commerce, President Johnson has seen fit to have Boyd formulate the Administration's new maritime policy.

Sharp Criticism

When it became known that the Administration witnesses would not appear at the April 12 hearing to outline the Administration's maritime policy, Senator Brewster expressed sharp criticism of the Administration for what he termed its "abdication of responsibility for the American merchant marine."

"We were promised a policy last year," Brewster noted. "We were promised a policy in January. We were told the final policy would be forthcoming in March, and then we postponed hearings to April to allow Mr. Boyd to put the finishing touches on his proposals. Now we are told that it will be May before we have any concrete policy forthcoming."

Ostrich Approach

The Johnson administration has adopted an ostrich approach to this situation, Brewster continued, burying its head in the sand hoping the problem would go away. But maritime's problem will not just disappear, he assured the Senate. "We will fall farther and farther behind," in maritime, "unless steps are taken soon to halt the decline."

Senator Warren Magnuson (D-Wash.), Chairman of the full Senate Commerce Committee, testified at the subcommittee hearings and called for a minimum construction program of 50 ships a year in American shipyards. Magnuson called on the Departments of State and Defense to concretely help the American-flag fleet, noting "a total disregard on the part of Administration after Administration of any responsibility or statutory duty to implement and administer existing law in the maritime field."

In actuality, although the Administration has not yet officially released its proposed maritime program, some of its maritime recommendations have been "leaked" unofficially. Even before the April 12 hearing, Senator Brewster indicated that he was informed of what some of the proposals would be and expressed alarm at what the Administration was recommending.

"We want to adopt a policy that will breathe new life into our merchant marine—not one that will kill it," Brewster stated. To adopt the Administration policy now would be "an absolute, unmitigated disaster," he declared.

Report of International President



by Paul Hall

In reflecting back on some of the disappointing results of the national elections of 1966, one cannot help but wonder just how many eminently qualified candidates sympathetic to the ever-increasing needs of working men and women in this country were unwittingly defeated by the same people they probably would have sought to help.

Despite the concerted efforts of the AFL-CIO's Committee on Political Education and our own Seafarers' Political Action Department, it is all too apparent that in some sections of the country union members stayed away from the polls in droves. This fact is even more distressing when we realize the small vote margin by which some anti-labor hopefuls were elected on both state and federal levels. In areas where a mere 50 or a 100 thousand-odd votes, out of perhaps a million or more not cast at all, could have tipped the scales in favor of a more liberal candidate, this could often be avoided.

All the careful planning of COPE and SPAD is for naught if union members don't vote. All the elaborate machinery for education on political matters—forums, literature pointing up the issues important to or detrimental to the labor movement, lectures on labor history and the role of organized labor in our society is to no avail whatsoever if those who hear it and read it fail to make use of it and exercise their right to go to the polls on election day and vote.

Election day, 1966, with its heavy toll in liberal candidates defeated and legislators unseated is past history. There is nothing we can do about it but take a lesson from it as we look ahead to the even more important presidential year of 1968.

There is no question that the biggest single problem faced by unions in the area of political education is the education of its younger members.

Over the next five years more than 25 million young adults will become eligible to vote for the first time. A good proportion of those millions will be union members. None will have any recollection of the depression, the new deal era of Franklin Roosevelt, the Second World War, or the bitter struggle for collective bargaining rights. Most of them, thanks largely to economic and social advances gained by unions during their lifetimes, will have no personal memory of hard times at all. This last is a blessing; living proof of what organized labor has done and will continue to do for the American working man.

But these efforts can never be relaxed and the labor movement must see to it that our younger members are fully informed and able to continue the battle. Like anything else, this requires basic knowledge of the fundamentals and the history of the labor movement. With this objective in view, our own Harry Lundeberg School of Seamanship, which trains young men aspiring a career at sea, includes courses on Union History in its curriculum. The students come out with a working knowledge of the union and what it means as well as practical knowledge of the jobs they are to perform aboard ship. In addition daily membership forums are held which include among the topics the history of the SIU and the trade union movement.

Young people quite naturally tend to take what they have and what comes their way pretty much for granted. They have to be reminded that all the benefits they enjoy as a matter of course were not always there but were won, point by point and step by step, through long, hard-fought union battles over the decades. A clear understanding of this gradual process is especially important today when we must be constantly on guard against the reactionary elements which are springing up on all sides in attempts to dilute the effectiveness of the labor movement in the United States.

SIU Warns of Poisoned Whiskey Being Peddled in Viet Nam Ports

SAIGON—Peter Drewes, SIU International Representative for the Far East, has issued an urgent warning that all crew members on vessels in the Far East exercise extreme caution in the use and purchase of alcoholic beverages in Southeast Asian ports—particularly in Saigon.

The warning applies to bottles bearing familiar stateside labels as well as to local brands, Drewes said, and unauthorized civilians offering "bargain prices" should be avoided.

Drewes made his statement following the deaths in Saigon recently of two seamen who succumbed in U.S. Army Field Hospitals after drinking poisoned whiskey purchased ashore.

Analysis by army chemists of the whiskey which claimed the men's lives found it to contain wood alcohol and cherrywood.

Drewes pointed out that the black market operation in the Saigon area is widespread and suggested that the safest procedure would be for seamen to refrain from buying packaged whiskey at all. Complaints have also been received about a beer known as "Beer N. 33," he added.

The SIU representative said "unauthorized persons" are either adulterating legitimate whiskey and beer or are using empty bottles to market their own lethal concoctions. The liquor that proved fatal to the two seamen, for example, was contained in bottles bearing the labels of well-known American brands.

MSTU Wins Representation On 2 Interior Dept. Vessels

HONOLULU—The crews of two vessels operated under the jurisdiction of the Bureau of Commercial Fisheries of the Department of the Interior in the Hawaii area have come under the banner of the SIUNA-affiliated Military Sea Transport Union.

The MSTU won formal and exclusive recognition as the representative of crewmen aboard the vessels Townsend Cromwell and Charles H. Gilbert after the crewmembers indicated their desire to be represented by the MSTU.

MSTU Secretary-Treasurer Joseph J. Leal officially welcomed the new members into the Union at the April 7 membership meeting in San Francisco and outlined the benefits of Union representation in terms of negotiations with the employer for wages, hours, working conditions and other

areas.

Preparations for negotiations with the employer on a basic agreement covering these items is already under way, MSTU Advisor-Representative Roy "Buck" Mercer announced, and the actual negotiations are expected to begin in the near future. The employer in this case is the Bureau of Commercial Fisheries, which presently sets the salary rates and conditions of employment of the two vessels.

When the negotiations get under way, the rank and file members of the Union negotiating committee will include Cromwell and Gilbert crewmembers Harold W. Kamaau, Raymong Fujiwara, Gordon N. Williamson, Donald L. Moffatt, Shisuro Seki, and Gregory K. Naluelua Jr.

MSTU representatives on the negotiating committee will include Francis Militante, MSTU Honolulu Representative; Emil Lee, Marine Cooks and Stewards Honolulu Port Agent; and William Berger, Sailors Union of the Pacific Honolulu Port Agent—all of whom took part in the organization of the vessels and in obtaining the required number of pledge cards—and Roy Mercer, MSTU Advisor-Representative and David McClung, MSTU Attorney.

The new contract will cover all the employees on the two vessels, with the exception of the Master, and will cover the performance of their varied duties, which include assisting with fishing operations in addition to other regular duties both at sea and ashore.

The Townsend Cromwell is a 600-gross-ton vessel, 158 feet long with a 33 foot beam, powered by an 800 horsepower diesel and is based in Honolulu. The Charles H. Gilbert, which also operates out of Honolulu, is 200 gross tons,

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Baltimore Tug Strike Ends, SIU Tugmen Win New Gains

BALTIMORE—Members of the SIU Inland Boatmen's Union in the Port of Baltimore voted overwhelmingly to ratify a new contract negotiated with three tugboat companies, successfully ending a 26-week strike against the Curtis Bay Towing, Baltimore Towing and Baker-Whiteley Towing companies.

In a new three-year contract, the SIU Baltimore tugboatmen won substantial gains in wages, working conditions, job security, welfare, vacations, paid holidays and other benefits. The Union also negotiated a scale of work guarantees.

The new agreement provides for a better than 16 percent wage increase over a three-year period and is retroactive to Sept. 30, 1966, the date when the old contract expired.

Basic hourly pay rates, through Dec. 14, 1967, were upped to \$2.71 for deckhands, \$2.88 for firemen, \$2.95 for mates, \$3.27 for engineers and \$3.28 for captains.

Pay scales will increase by five percent again on Dec. 15, 1967, and another five percent on Dec. 15, 1968, with the basic hourly rate going to \$2.99 for deckhands, \$3.17 for firemen, \$3.26 for mates, \$3.60 for engineers and \$3.17 for captains.

Increased Holidays

Other gains negotiated by the Union include an additional three paid holidays to 12 per year, higher welfare and pension payments and new work guarantees. Curtis Bay guaranteed five days work

from Monday through Friday for 10 crews and four days work for three crews in the Monday through Friday period. Baker-Whiteley guarantees five days work for five crews and four days for three crews, also in the Monday through Friday period. Baltimore Towing agreed to five-day and three-day guarantees for its two crews respectively in the same period. The Curtis Bay repair shop personnel also won a Monday through Friday five-day work guarantee. Under the previous contract, the tugboatmen had no work guarantees at all.

The Union also won two days off with pay for any crewmember who has a death in the immediate family.

The new agreement also contains a new overtime pay clause, calling for triple time for any crewmember required to turn to between midnight and 2 A.M., and triple time after twelve hours of work if a job is commenced after the twelfth hour.

The SIU Inland Boatmen's Union contract also won a tightened seniority clause, promotion and transfer rights. All lay-offs and promotions are now subject to grievance procedure machinery and an arbitration procedure has been established to deal with grievances on seniority classifications.

SIU Great Lakes District Blocks Engine Dept. Crew Cut Attempt

DETROIT—A three-man arbitration board has upheld the stand taken by the SIU Great Lakes District against an attempt by the Reiss Steamship Company to eliminate several oiler's jobs aboard the John A. Kling and the Raymond Reiss.

The favorable decision of the impartial arbitrators supported the Union's contention that the company could not eliminate any jobs through unilateral action without first engaging in negotiations with the Union as spelled out in the contract.

The Union won a similar dispute last year over Coast Guard issuance of a temporary manning certificate to the vessel Diamond Alkali calling for one Q.M.E.D. (Qualified Member of the Engine Department) to serve in place of three oilers on watch and two wipers on day work. The Coast Guard subsequently re-evaluated the certificate.

As a result of the arbitrators' findings in the dispute with Reiss Steamship, three oilers aboard each vessel in question will continue to perform routine oilers' duties as spelled out in the Union's agreement with the company. The oilers will remain on watch, four on and eight off, and will receive penalty pay in addition to regular wages when they perform wipers' work.

Wipers' duties aboard these vessels include sanitary work, chipping and painting, sougeeing, carrying stores, etc. Oilers will not be required to do this work

unless they receive penalty pay for such duties. In addition, the engineers will not perform any of the oilers' duties except for the purpose of instruction.

The arbitrators' decision also demanded the retention of the night porter aboard the John A. Kling.

Democratic, GOP Congressmen Speak Out

Solid Bi-Partisan Support Grows For Strong Maritime Legislation

WASHINGTON—Senate minority leader Everett M. Dirksen (R-Ill.) has called for an immediate action program by the Government to halt the continuing decline of the American-flag merchant fleet.

Addressing several hundred delegates representing labor, government and industry in attendance at a recent day-long seminar sponsored by the AFL-CIO Maritime Trades Department, Senator Dirksen was highly critical of the Government's failure to develop a constructive maritime policy.

In addition, he vigorously attacked maritime proposals put forth by the Administration in recent months, including the suggestion to allow the building of American vessels in foreign yards.

Registration of American vessels under "runaway flags" and the "effective control" concept also came under sharp criticism from the Senator.

Noting that the United States today ranks fourteenth in shipbuilding among the fifteen major maritime nations, and seventh in the percentage of active shipping tonnage, Dirksen decried the fact that a nation "so wealthy, so large and with a gross national product of \$750 billion a year," ranks so far down the ladder in the maritime world.

Loss of Income

In attacking proposals by Transportation Secretary Alan S. Boyd that American ships be built in foreign shipyards, Dirksen dismissed the supposed cost savings to the nation through such a procedure, pointing out that foreign shipyard workers not only spend their wages at home but do not pay any income taxes to the Treasury of the United States.

Dirksen rapped American operators of runaway-flag vessels on the same grounds, charging that those shipowners who have registered their ships in Liberia, Panama and other foreign countries also fail to pay their fair share of taxes on their profits to the United States Treasury.

In calling for a new and constructive program for maritime, the Senator pointed to the serious decline of our maritime capability that has already taken place. He noted that the U.S. Great Lakes

vessels have an average age of 42 years, while the U.S. tanker fleet has an average age of 15 years.

"We have the oldest tanker fleet anywhere in the world," he said, "even though we need tankers because we have a tremendous investment abroad in many countries and because we have to supply Navy ships everywhere."

"The United States should have a merchant fleet that befits the wealth and standards of this country," he continued. "Our merchant marine has got to be adequate for all purposes and certainly we cannot depend upon ships registered under foreign flags, but must depend only upon ourselves, our own flag, our ships and our sailors."

Senator Dirksen also dismissed charges that the maritime subsidy program is too costly. He pointed out that an investment in a strong merchant fleet is "the kind of investment of public funds that adds up to jobs." This is in contrast with proposals for building U.S. ships in foreign yards, which

would actually lead to the loss of thousands of jobs in the United States.

Another leading Republican legislator, Representative Thomas M. Pelly (R-Wash.) also criticized the Administration for refusing to implement and to properly administer the letter and spirit of U.S. shipping laws.

50 Ships A Year

Speaking before a weekly mid-day meeting of the MTD, Pelly, who is a member of the House Merchant Marine Committee, called for a construction program of 50 ships a year in U.S. shipyards, the establishment of an independent Maritime Administration, and passage of legislation calling for Congressional authorization of funds for maritime programs.

"In no event should we accept anything less than a program of 50 new ships a year for five years to be constructed in American shipyards by American labor," Pelly declared.

(Continued on page 6)

House Group Clears Bill to Give Congress Voice in MARAD Funds

WASHINGTON—Proposed legislation that would require annual authorization by the House Merchant Marine Committee of funds slated for the Maritime Administration for vessel construction and operating subsidies, research, and other activities, has been cleared by the Committee and will be presented to the full House for action.

The Committee approved the bill (H.R. 158) with only minor changes designed to clarify its purpose. Committee approval of the measure followed extended hearings during which witnesses representing maritime labor and management in all segments of the industry voiced their solid approval of the bill's objectives.

The measure was introduced into the House as an outgrowth of increasing concern by legislators over the continuing decline

of the American-flag merchant fleet—a decline brought about largely by many years of bureaucratic neglect of U.S. maritime needs—a neglect often reflected in the totally inadequate sums which are annually allocated for ship construction and modernization of the merchant fleet.

Maritime Neglected

The bill would, by requiring Congress to authorize such funds each year, give legislators a voice in the formulation and funding of maritime policies and programs, which until now have been handled almost exclusively by government agency bureaucrats who have shamefully neglected the needs of maritime.

In approving the measure and sending it to the full House for action, the Committee noted:

"Enactment of this bill would place the Maritime Administration on a basis comparable to that now in effect with regard to principal activities of the Department of Defense, the U.S. Coast Guard, the Atomic Energy Commission, the National Aeronautics and Space Administration, and other major programs within the executive branch."

The purpose of the legislation, it said, was to make it possible for the Committee to "exercise and maintain its legislative responsibility over our maritime policies and programs . . ."

To do this effectively, the Committee said, "we must review such policies and programs annually and make specific legislative authorization for the use of appropriated funds . . ."

SIU Pres. Hall Addresses Community Services Conference



SIU President Paul Hall, who is also a Vice-President of the AFL-CIO, addressed the opening session of the recent AFL-CIO National Conference on Community Services. Over 500 delegates to the New York City meeting heard Hall (inset, lower right), call for new measures to improve the availability and quality of medical care in the United States. For complete story of the Conference, see page 4.

AFL-CIO Community Services Conference Meets

AFL-CIO Calls for Improvements In Nation's Health Care Services

NEW YORK—Representatives from labor and government speaking at the Twelfth Annual AFL-CIO National Conference on Community Services held here last week, focused on the health care available to the American worker. They found health services wanting and called for improvements in quality and quantity.

SIU President Paul Hall, who is also an AFL-CIO vice-president, told the 500 delegates at the opening session at the Hotel Commodore that the same labor movement which pioneered in furnishing health clinics and welfare benefits for union members and which helped gain the passage by Congress of Medicare, can put its opinion-forming machinery into gear to improve health care.

"It is appropriate and timely to recall that recently the AFL-CIO called on Congress to improve and expand the areas of health care," Hall said.

In his address, President Hall pinpointed mental illness as the nation's number one health problem. He reminded the delegates that at least one out of every 12 Americans is now being hospitalized for mental illness at some time during his life and that one-half of the hospital beds in the country are occupied by the mentally ill.

"By providing early diagnosis and early treatment on an outpatient basis through community mental health centers," President Hall said, "this frightful toll can be substantially reduced."

Hall added that "The increasing concern over the problem of mental health care is rapidly steering organized labor toward union-negotiated mental health programs as part of their general welfare plans."

In the keynote address of the conference, Leo Perlis, director of AFL-CIO Community Services, spelled out the need for a "comprehensive program of quality health care for all, whether the AMA likes it or not." He said the conference was organized to bring current facts and problems to light, specifically these:

- Mental Health, "perhaps the nation's No. 1 problem."
- Alcoholism, one of the "top four problems in a country with more than 5 million alcoholics" needing treatment.
- The effective implementation of the medicare program "so

that it works not only for the elderly but will lead to a national health program for all."

Arthur E. Hess, deputy commissioner of social security, reported that the medicare program is "working well" in its first nine months but many leading medical men found serious flaws in its effectiveness.

Sabin Honored

The five-day conference ended with the annual Murray-Green Award dinner at which AFL-CIO Vice President Joseph A. Beirne presented labor's chief award for distinguished community service to Dr. Albert B. Sabin, developer of the Sabin vaccine for immunization against poliomyelitis.

The conference theme, "toward improving our community health services," was stressed not only by Hall and Perlis but also by AFL-CIO Vice Presidents David Sullivan and Paul Jennings. Sullivan is president of the Building Service Employees, Jennings of the Electrical, Radio & Machine Workers. Beirne heads the Communications Workers and also is chairman of the AFL-CIO Community Services Committee.

Delegates from most AFL-CIO unions and major central bodies

with full-time community service workers heard reports from professional experts in health services and attended workshop sessions.

Union Industries Show Slated May 19 to 24

WASHINGTON—Preparations are already underway for the 1967 AFL-CIO Union Industries Show, to be held this year from May 19 to May 24 at the Phoenix, Arizona, Veterans Memorial Coliseum.

The annual Union Industries Show is designed to familiarize the American Public with the quality products and services produced by American trade union workers, enjoying the benefits and security of union representation and free collective bargaining.

As in previous years, the SIUNA will participate in the show with a display of the goods and services produced by the SIU and affiliated unions. Representatives of SIUNA affiliates will be on hand to greet visitors to the display.

Other displays this year will include a demonstration by the Glass Blowers Association of the ancient art of glass blowing, in addition to the raffling-off of a 14-foot fiber glass motorboat donated by the GBBA.

Lucky ticket-holders to the show will also be the recipients of an all union-made electric kitchen, as well as numerous small electrical appliances and TV sets donated by the International Brotherhood of Electrical Workers.

Drawings will be held daily for other items as well, and live fashion shows will be held daily for the ladies, under the sponsorship of the United Textile Workers Union and the International Ladies' Garment Workers' Union.

Gleason of ILA Represents AFL-CIO Before Viet Labor

AFL-CIO President George Meany has appointed Thomas W. (Teddy) Gleason, president of the International Longshoremen's Association, to represent the Federation as a fraternal delegate to the Vietnamese Confederation of Labor's fifth national convention to be held in Saigon from April 20 through April 23, 1967. As President Meany's personal representative, Gleason will deliver a message to the CVT convention delegates and carry the fraternal greetings of the American labor movement.

Gleason, who is also a vice-president of the Maritime Trades Department and chairman of its legislative committee, has made three missions to Saigon at the request of the Agency for International Development of the U.S. Department of State to help speed up the flow of goods through Viet Nam's overtaxed port system in support of the war effort and the civil economy.

Following his reports and recommendations, Gleason arranged for a team of ILA dock specialists to accompany him on his second trip to Saigon to implement the "know-how" in eliminating the port congestions. His third mission provided additional improved methods for handling port operations and eliminating congestion on land areas in the movement of cargo.

Gleason will be accompanied to Viet Nam by George P. Delaney, Special Adviser to the Secretary of State and Coordinator of Internal Labor Affairs.

The Atlantic Coast



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

The sad fact recently reported by the Maritime Administration that the U.S. has more "effective control" of shipping tonnage under runaway flags than under the American flag is a pathetic comment. The Defense Department alleges to have "effective control" over these runaway ships, but it does not alter in the slightest the shabbiness of a situation which allows certain American shipowners to duck the responsibilities of being Americans. They avoid taxes, get around labor laws and deprive their fellow citizens of honest work at fair wages. Let's hope that something is soon done to curb this inequitable practice.

New York

Albert Nash and Thomas Trainor are both back from vacations and looking for a Vietnam run. Al was last Chief Cook on the *Citadel Victory* and Tom was an AB aboard the *Albion Victory*.

Looking for any run at all is 27-year veteran Angelo Meglio. His last berth was as Chief Electrician on the *Afoundria*.

Frank LaRosa, last off the *Robin Hood* is looking for a Stewart Dept. slot on a coast-wise run.

Also looking for a short trip is John Likness. He was last on the *Robin Kirk* for four and a-half months as AB but hopes to ship as Bosun this time.



Shaw

Ketchum

Philadelphia

After being in drydock for a spell, Oscar Ozer is fit for duty and ready to go again. Oscar was last on the *Columbia* and sails in the Engine Department.

William Smith is registered and waiting for a Deck Department berth. His last job was as Bosun on the *Petrochem*.

Art Shaw and Dave Ketchum are watching the board for coal

Congressmen Visit SIU Engineers School



Members of the Subcommittee on Education & Training of the House Merchant Marine & Fisheries Committee visited the Joint SIU-MEBA District 2 School of Marine Engineering during a recent tour of SIU Headquarters in New York. Standing (l-r) are: Cong. John M. Murphy (D-N.Y.); Capt. King, MARAD Atlantic Coast Director; Capt. John Everett, Committee Staff; Cong. William D. Hathaway (D-Me.); Cong. Thomas Downing (D-Va.); Earl Shepard, SIU Vice President; Ronald Spencer, School Director. Students are seated at desk.

Red Merchant Fleet Tripled Since 1958, Still Growing Fast

The rapid expansion of the Soviet merchant fleet, which tripled in size between 1958 and 1966 and is expected to grow by another 4 million tons by 1970, was outlined recently at a news conference held in Moscow by the Soviet Merchant Marine Minister Viktor G. Bakayev.

The Soviet merchant fleet has grown from 735 vessels of 3.3 million deadweight tons in 1958 to 1,300 vessels of 9.4 million tons last year, Bakayev announced.

The fleet will be expanded to a tonnage of 13.1 million by 1970, he predicted.

runs. Art, who last shipped on the *Commander*, sails in the *Black Gang*. Dave is a Deck Department man.

Norfolk

Shipping has been good here the last couple of weeks and the outlook continues favorable. We have had two payoffs, one ship signing on and five vessels in transit.

Julian Wilson has just reregistered at the hall and is ready to go. He has been enjoying a long vacation following a one-year tour in Vietnam on a tug boat.

After some fishing at Cape Hatteras, Oiler Ezekiel Daniels is registered again and hopes to ship out soon.

Joseph Cash, a 23-year union veteran, had to get off the *Potomac* to go into the hospital for a checkup. Joe sails as a Bosun.

Boston

Shipping has been on the slow ball here this period but we are hopeful it will pick up in the coming two weeks.

Joseph Thomas, 25 years in the SIU, has had a brief rest and now is waiting for a European run. Joe's last job was on the *Platte* as AB.

Two other 25-year men around the hall lately were Robert Frazer and Joseph Preshong who both sail as ABs.

Bob, last on the *Robin Kirk*, will grab the first job put on the board but Joe is planning to spend some time at home with his family after his trip to India on the *Potomac*.

Puerto Rico

We are sorry to report that pensioner Juan Leiba died recently. Many of his Seafarer friends paid their last respects at the funeral services.

Enrique Rosado has come home to the island after several weeks at the U.S.P.H.S. hospital in Staten Island.

Long-time Seafarer Rafael Vidal, now president of the U.T.M. (Stevedores Union), drops by the hall regularly to say hello to the boys on the beach.

Baltimore

Shipping has been good this period and prospects for the coming two weeks look good.

We have re-crewed the *Bethlex*, the *Oceanic Victory* and the *Yorkmar* and expect the *Baltimore* will crew up shortly.

Four ships paid off, five signed on and nine were in transit. The *Alamar*, *Losmar*, *Yorkmar*, *Ohio*, *Maine*, *Seatrain* *Washington* and the *Oregon* are laid up.

George Schmidt, whose last trip was to India, is now waiting for a pineapple run to Hawaii. A 20-year union member, George ships as an AB.

Another 20-year man, Joe Snyder, wants a Far East run to Japan or Vietnam. He was last on the *Alice Brown* in the Deck Depot. Tom Yablonsky, last aboard the *Alcoa Explorer* as Bosun, is watching the board for any long run.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Twelfth Annual Convention of the Louisiana AFL-CIO met at Baton Rouge recently and passed many resolutions pertaining to maritime and other issues of importance to labor. The SIU was well represented at the meeting, as was the Greater New Orleans and Vicinity Maritime Council. The complete story of the Convention is carried elsewhere in this issue of the LOG.

Representatives of the International Longshoremen's Association and the New Orleans Steamship Association were on hand for the recent dedication of the new Waterfront Employment Center in New Orleans. The new \$750,000 facility is designed to provide protection from the elements for the city's longshoremen during the twice-daily shape-ups, which were previously held out-of-doors. The facility was financed by the New Orleans Steamship Association in accord with the collective bargaining agreement between the Association and Locals 1418 and 1419 of the ILA.

New Orleans

Native New Orleanian **James Adaire** is looking for a berth aboard a Delta Line ship. Adaire likes to sail Delta and has spent a great deal of sea time aboard the **Del Mundo**, on which he held down an AB slot. The next Delta ship that hits the board will probably have him aboard for its next trip.

Seafarer **Dick Grew** is a native of Tampa but does most of his sailing from New Orleans. Right now he's looking for a good steward department billet and will take the first such job that comes along. His last voyage was aboard the **Alcoa Ranger** as a messman.

AB **James Christian's** last ship was the **Hastings**. Christian has a preference for the North European run, but admits that he doesn't particularly enjoy weathering the North Atlantic gales in the wintertime. A native of Memphis, Christian has been sailing out of New Orleans for many years.

Seafarer **Frank Hickox** prefers heading south when he goes to sea, and South America is his usual destination. His latest trip was as oiler aboard the **Finn Victory**. Hickox usually sails as electrician, but has taken to sailing as

oiler to get enough sea time in that slot to sit for his engineer's license.

Houston

Shipping has picked up here in Houston during the past period and the situation looks good for the immediate future.

C. Sawyer, who just completed his first trip as AB after completing his upgrading training, is back in Houston looking for a South American run. **J. R. Moncrief** had a very short stay in port recently. He came in to look at the board and decided to ship out the same day aboard the **Cantigny**. Seafarer **J. Olivier** is recuperating in the hospital following an unfortunate auto accident and we're all rooting for a quick recovery.

Mobile

Oldtimer **William C. Sellers** is registered here and waiting for a deck department slot to show up on the board. Sellers recently made a couple of fast trips to the Far East and Vietnam as bosun aboard the **Andrew Jackson**. **George Bales**, who last sailed aboard the **Del Aires** as deck maintenance, is also looking for a suitable deck job.

We also have some engine department oldtimers here between ships right now and ready to ship out. **Jack Groen** last sailed to Vietnam aboard the **Minot Victory** and is waiting for an outward-bound slot. **Daniel Brownnon** has his FFD again after an illness and is raring to go anywhere on anything.

A nice chief cook's slot is on the mind of Seafarer **James Naylor**. Just off the **Fort Hoskins**, Naylor, who has been an SIU member since the Union's inception, wants to ship out again as soon as he can. The same goes for **Claude Hollings**, whose last ship was the **Alcoa Commander** on which he sailed as night cook and baker.

Resolutions Cover Maritime Issues

Twelfth Annual Louisiana AFL-CIO Convention Meets in State Capitol

BATON ROUGE, La.—A wide variety of maritime and general labor issues on both the state and national levels were acted upon by delegates to the recent Twelfth Annual Convention of the Louisiana AFL-CIO, which met here on April 10-13.

In all, 339 organizations were represented at the four-day meeting by the 914 regular delegates and 153 representatives of 81 international unions. Also on hand were well over 3,500 guests.

Speakers included Louisiana AFL-CIO President Victor Bussie; Louisiana Governor John J. McKeithen; Senator Russel B. Long; and Representative Hale Boggs, among others.

Seafarers International Union representatives to the session included SIU vice-president Lindsey Williams and New Orleans port agent Buck Stephens.

Several resolutions of importance to the American maritime industry were adopted at the meeting. These included resolutions:

- Supporting pending legislation designed to help revitalize the U.S. merchant marine, including an independent Maritime Administration, modernization of the domestic fleet, Congressional authorization for Maritime Administration funds, denying U.S. cargoes to foreign-built ships, Federal support for nuclear-powered merchant ship development.

- Opposing any foreign building of American-flag ships.

- Opposing a move by some international shipping interests to remove licensed radio officers from some ocean going vessels.

- Calling for modernization of the U.S. naval establishment to bring about a more powerful U.S. naval fleet and more effective collective bargaining in U.S. naval shipyards.

Other Actions

On other issues, Convention delegates adopted resolutions:

- Calling for a step-up in the pace of the War on Poverty.

- Urging passage of long-needed increases in Social Security benefits to the nation's elderly.

- Calling for more effective



Discussing resolutions to be voted upon at the 12th Annual Convention of the Louisiana AFL-CIO are (clockwise from lower left): Larry Roberts Sr. of Boilermakers Local 37; Victor Bussie, Louisiana State AFL-CIO President; SIU Vice-President Lindsey Williams; Morty Kressner of the SIU; and Charles Richardson, MEBA District 2.

consumer education and protection, and placed full support behind the pending Truth-in-Lending legislation.

- Urging passage of the Situs Picketing bill now pending in the House.

- Voicing strong opposition to the issuance by many states of tax exempt industrial bonds as a lure for industrial plants — many of which are relocating in an attempt to avoid long-standing contracts with unions in other areas.

Six More Veteran Seafarers Join Growing Pension Roster



Dierking Turkington Mohat Austria

Six Seafarers have been added to the growing SIU pension list recently. The latest addition to the pension ranks include Herbert Dierking, John Turkington, Chee Mohat, Ray Austria, Walter Coleman and Kenneth Hayes.

Herbert Dierking joined the SIU in the port of New York and sailed in the deck dept. He was born in New Jersey and lives in Staten Island, N. Y., with his wife, Edna. Dierking was last employed on tugboats operated by the B & O Railroad in New York City.

John Turkington sailed as oiler and joined the SIU in the port of New York. A native of New Jersey, he now lives in New Orleans. Turkington's last ship was the **Seamar**.

Chee Mohat joined the SIU in the port of New York. A native of the Philippines, Mohat sailed as AB and bosun. He lives in Bellville, New Jersey, with his wife, Mary. His last ship was the **Cuba Victory**.

Ray Austria sailed as chief cook and baker. He joined the SIU in Wilmington, Calif., where he lives with his wife, Connie. Born in



Coleman Hayes

Manila, the Philippines, Austria last sailed on the **Iberville**.

Walter Coleman joined the SIU in Mobile and sailed as a cook. Seafarer Coleman lives in Mobile with his wife Ella Mae. Coleman last sailed on the **Carroll Victory**.

Kenneth Hayes sailed as a steward and joined the union in Seattle, where he lives with his wife, Mae. A native of Australia, Hayes last sailed on the **Belgium Victory**.

Champion Tugmen's Hockey Team



Sponsored by SIU Inland Boatmen's Union Great Lakes Tug and Dredge Region, the "Tugmen's Hockey Team" (above), was champion of Sault Ste. Marie, Michigan's City League Bantam Division Playoffs. Front row (l-r) are: D. Gallagher, T. Carlson, D. Craven, G. Payment, D. Keiper, J. Stack, S. Sadler, M. Beatty, R. Atkins, and S. Perry. Back row includes: J. Ruelle, coach M. Streeter, H. Lawrence, S. Bata, R. Kaunisto, G. Sullivan, B. Waggoner, Manager F. Zimmerman, and IBU rep. J. Bernard.

Refutes McNamara Charges

MA Report Cites Maritime's Contributions to Viet Sealift

WASHINGTON—The 1966 Annual Report, released recently by the Maritime Administration, totally refutes statements made by Secretary of Defense Robert McNamara to the effect that American commercial shipping companies are not doing their utmost to aid the U.S. Government's Vietnam sealift because they are more interested in profits than in aiding their nation.

The report makes clear the manner in which their full support of U.S. Vietnam sealift needs is placing immense financial and economic strain on American commercial shipping companies.

The report shows that because of their full commitment to the Vietnam sealift, these companies:

- Have lost net revenues of about \$32 million.
- Have lost some 3.5 million measurement tons of commercial cargoes.
- Have lost over 200 commercial sailings because of their chartering of vessels to carry supplies to Vietnam.
- Have not been able to carry the 50 percent of Government-sponsored agricultural exports to which they are entitled by law.
- Have not been able to carry their legal share of Inter-American Development Bank-sponsored cargoes.

Nearly one-half of the entire U.S.-flag tramp ship fleet is engaged in meeting Vietnam military supply requirements the report points out. The report showed that on July 1, 1966, 136 privately-owned ships were under charter to the military, 111 of which were operated by unsubsidized companies.

The reactivation of over 100 ships from the Reserve Fleet to supplement the existing American-flag merchant fleet capacity cost the Government about \$49 million in reactivation costs, the report notes.

It further points out that despite plans for increased services and new ships, the competitive standing of the U.S. merchant marine in the world continued to decline, and the share of U.S. cargo carried by U.S. ships continued to be "distressingly low."

Even the liners on regular runs, which had increased their participation somewhat in 1964, declined again in 1965, the report said.

THE INQUIRING SEAFARER

Question: When you have a vacation, how do you like to spend your time?

Steve Edelman: I enjoy traveling on my vacation. I particularly enjoy the Scandinavian countries and would like to see them again. I hope to visit the West Indies soon. I've been to Central America and now I'm looking forward to seeing some countries in South America. I don't find that sailing makes me lose interest in traveling.



Juan Morales: I like to relax, take it easy and visit my old friends. I can usually find some old buddies at the union hall. Some times I go to Detroit, a city I like very much. I try to see some things I haven't seen before. Wherever I go, travel is a great educational experience.



Larry Wyatt: I find that I lose interest in travel, so when I have a vacation, I generally visit my friends in other parts of the country or go home to Baltimore. On one recent vacation, I spent the time going to the SIU Lifeboat School to get my lifeboat ticket.



Gregory Bass: I like to catch up on what's been going on around the union hall, meet old pals I haven't seen for awhile and relax and enjoy myself. I find that after sailing for a few years I've seen most places, but I still enjoy traveling on my vacation.



Bill Waddell: I just like to relax and take it easy on my vacations. In the winter, I sometimes go to a ski resort. I also enjoy taking little trips upstate. Mostly, I like to take in a real good restaurant and visit some theatres. You miss them after a very long trip at sea.



Robert Slaughter: I stay home with my wife. She's expecting a baby and I like to be home when I can. Sometimes, I go up to the lakes area of Maine to visit my mother. I don't really feel like traveling much when I get home from a voyage. I prefer to catch up with my family and friends.



DISPATCHERS REPORT

April 8 to April 21, 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	6	2	1	1	1	16	3
New York	65	27	41	30	19	221	73
Philadelphia	8	1	3	3	5	29	7
Baltimore	40	9	33	13	2	102	39
Norfolk	11	8	6	4	3	19	19
Jacksonville	8	3	5	4	13	16	3
Tampa	4	2	3	2	5	9	6
Mobile	8	6	16	11	1	78	14
New Orleans	40	23	22	26	7	139	61
Houston	34	26	28	18	15	165	102
Wilmington	16	6	2	5	15	40	2
San Francisco	46	25	33	25	53	50	4
Seattle	29	23	21	20	24	36	2
Totals	315	161	214	162	163	920	335

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	0	1	0	3	3	0
New York	35	37	36	33	30	149	90
Philadelphia	4	4	11	6	4	17	26
Baltimore	20	13	23	20	6	57	39
Norfolk	7	4	2	2	6	24	16
Jacksonville	7	2	8	6	5	6	3
Tampa	1	1	4	0	1	2	3
Mobile	7	17	6	14	2	29	19
New Orleans	43	30	35	25	7	91	55
Houston	34	23	19	22	12	84	83
Wilmington	8	7	3	4	20	24	2
San Francisco	61	16	33	19	73	55	42
Seattle	18	12	19	9	23	19	2
Totals	246	166	200	160	192	560	380

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1	1	0	2	3	2
New York	36	12	27	13	23	155	37
Philadelphia	7	3	3	3	11	7	6
Baltimore	28	7	20	15	4	58	34
Norfolk	2	11	1	6	5	14	25
Jacksonville	4	0	3	1	16	10	0
Tampa	1	1	0	0	0	7	3
Mobile	9	3	11	8	1	43	11
New Orleans	38	17	33	28	9	114	74
Houston	16	13	14	12	11	113	73
Wilmington	12	0	4	1	10	20	6
San Francisco	34	13	20	13	82	4	4
Seattle	18	6	17	9	33	15	2
Totals	206	87	154	109	207	563	277

Strong Maritime Legislation Gets Solid Bi-Partisan Support

(Continued from page 3)

He noted that Congress was becoming increasingly impatient at having to wait more than two years for President Johnson's promised "new policy for the merchant marine." He also suggested that about half of the \$2 billion being sought by the Defense Department for the construction of Fast Deployment Logistic Ships would be better spent on upgrading the regular merchant fleet.

"These funds alone would be sufficient to start us on correcting our current block obsolescence problem," he said.

Speakers at other MTD meetings in Washington included Marine Engineers Beneficial Association District 2 President Raymond T. McKay; Congressman Charles H. Wilson (D-Calif.); Western Shipbuilding Association President Robert E. Mayer; Joseph Kahn, chairman of the board of SIU-contracted Seatrain Lines and Hudson Waterways; and Congressman Jack Edwards (R-Ala.), member of the House Merchant Marine Committee.

McKay also attacked Transportation Secretary Boyd's proposals to build American ships abroad. To allow the foreign building that Boyd proposed would "benefit only the interests of a handful

of subsidized lines and the major oil companies while it destroys the unsubsidized fleets," McKay warned.

Praising maritime labor's determined fight to revitalize the American maritime industry, Congressman Wilson warned his listeners against falling for the Government's policy of "divide and conquer" with regard to maritime.

"This is particularly true today, when some segments of maritime management are so hungry to protect their own special interests, that they are willing to endanger the future of the entire industry," Wilson said. "I'm talking about those segments of management that are willing to sell out—on the question of maritime independence—on the question of building abroad—on the question of an adequate merchant fleet—just to protect their own subsidies," he continued.

Wilson indicated his belief that "the road to maritime supremacy still lies in the direction of complete independence for the Maritime Administration," and predicted strong Congressional support for pending legislation calling for the creation of an independent MARAD annual Congressional authorization for the maritime industry, and other proposed legislation supported by

maritime labor.

Robert E. Mayer suggested that funds desired by Transportation Secretary Boyd to upgrade the reserve fleet would be better spent on new construction. The additional funds alone could boost annual subsidized ship construction to 25 or 30 new vessels, he estimated.

Joseph Kahn attacked many of Boyd's proposals and offered a six-point alternative approach to aid maritime. Kahn demanded that foreign built ships continue to be barred from U.S. domestic trades and also called for: elimination of third flag carriers from hauling government-generated cargoes; forbidding MSTs from using foreign-flag tonnage; establishment of tax exempt construction reserves for non-subsidized operators; a requirement that one half of licensed oil imports move on American-flag tankers; a firm injunction against any foreign building of U.S. ships.

Representative Edwards lashed out strongly against the Administration's recent decision to lay up the nuclear ship Savannah, charging that "it does not seem like good economy on the part of the Executive Branch of the Government to take this action," Edwards noted.

Employer Wage-Hour Chiseling On Rise, Labor Dept. Reports

WASHINGTON—Complaints of employer violations of the Fair Labor Standards Act increased substantially in February and March, the first two months of the higher minimum wages and broader coverage provided by the 1966 amendment to the act, the Labor Dept. has reported.

Complaints filed in February were up 36 percent over the filings for the same month of 1966—from 1,885 to 2,572. March complaints rose 48 percent—from 2,216 in 1966 to 3,275 this year. For the two months, the increase was from 4,101 complaints to 5,847 for an over-all rise of 43 percent.

The rising number of complaints coincides with a nationwide drive by the AFL-CIO for full enforcement of the law.

In a letter to federation central bodies, AFL-CIO President George Meany pointed out that the Labor Dept. "has never had enough inspectors to do the job" and "it is up to us to help." He called on every central body to set up a wage-hour enforcement committee, offer its services to all workers especially the unorganized, help them bring their complaints to wage-hour investigators and press for prompt action, keep tabs on the outcome of all cases, and be alert to unnecessary compromises that give the worker only a portion of the wages due him.

The 1966 FLSA amendments, effective last Feb. 1, gave protection to 9 million additional workers for the first time and provided higher minimums at stated intervals for 41.4 million workers in 1.9 million U.S. business establishments.

Newly covered workers must be paid at least \$1 an hour and 1.5 times their regular rate of pay for more than 44 hours of work a week, unless specifically exempted. Next Feb. 1 the minimum rises to \$1.15 an hour, with overtime pay required after 42 hours of work a week. Thereafter it goes up 15 cents a year until farm workers reach \$1.30 and other workers \$1.60.

Workers covered by the law before Feb. 1 now must be paid at least \$1.40 an hour, plus overtime for work beyond 40 hours a week. Their minimum will rise to \$1.60 an hour beginning Feb. 1, 1968. Some 11 million workers still are not protected by the law. These include most workers, domestics, and those in firms with annual sales of less than \$250,000.

The inclusion of state school and hospital employees has been challenged in court tests brought by Maryland and other states.

The AFL-CIO asked a three-judge panel of the U.S. District Court in Baltimore to throw out Maryland's suit, designed to prevent enforcement of federal standards as they apply to state and city employees. Twenty-three other states joined Maryland in its attack on the 1966 amendments.

The AFL-CIO brief noted that the courts have repeatedly held that regulation of wages and hours may be applied to so-called "local" employers, including retail and service industries. The brief also cited a declaration of policy in the wage-hour law holding that "labor conditions detrimental" to minimum standards "necessary for health, efficiency and general well-being" may spread and perpetuate such conditions in several states and lead to "labor disputes burdening and obstructing commerce."

LABOR ROUND-UP

Vincente T. Ximenes of Albuquerque, N. M., deputy director of the Agency for International Development mission in Panama, has been appointed by President Johnson to one of two vacancies on the Equal Employment Opportunity Commission. Ximenes won the Distinguished Flying Cross while serving in the Army Air Force, was a research economist and instructor at the University of New Mexico, served on the Democratic National Committee staff and joined the AID in 1965 as a member of its Ecuador mission.

The Painters named William A. Duval of San Jose, Calif., as director of apprentice training, succeeding the late Carl Griffin. Duval has been a teacher of trade training and faculty member at San Jose City College. He served also as secretary of his union's statewide apprenticeship and training committee, and consultant for the California State Division of Apprenticeship Standards.

The AFL-CIO has published a second volume of determinations by the impartial umpires under the federation's internal disputes plan covering the years 1964-65. An earlier volume covered the

years 1962-63. An index digest to the texts of the determinations for all four years accompanies the new volume. The material has been published for the use and information of AFL-CIO affiliates. Copies of the 1964-65 volume and the index digest are available from the AFL-CIO Pamphlet Division at \$5 per set. The volumes will not be sold separately. However, there are some copies of the texts of the 1962-63 decisions still available at \$2.50 per copy.

The President's Committee on Employment of the Handicapped has just issued a "Guide to the National Parks and Monuments for Handicapped Tourists"—a directory of 200 tourist attractions in the national park system. The book tells whether parks and monuments are accessible to those who have difficulty in walking. It tells those in wheelchairs whether they can expect steps, narrow doorways, inaccessible toilets and other barriers. Cardiac patients, and those affected by high altitudes, are given elevations and trail grades. Single free copies are available from the President's Committee on Employment of the Handicapped, Washington, D. C. 20210.

"A Brand New Ball Game"!



"A Moral Obligation"

It has been said that once its time has come, no force on earth can prevent an idea from being born. It appears that the same could be said for the organization of the nation's farm workers. Their time has come.

The recent trail-blazing agreement between the AFL-CIO United Farm Workers Union and the giant DiGiorgio Corp. in California is perhaps the best proof of this contention.

For years, DiGiorgio was the implacable foe of the organization of its farm worker employees. Wealthy, powerful, enjoying the support of local and national government on many levels, the company successfully blocked every attempt of its employees to organize and improve their condition through collective bargaining. The same opposition to the organization of farm workers held true for other growers, big and small, all across the nation.

But the workers persisted through the years, and now, one by one, the growers are caving in. Farm workers are winning the

human dignity and decent wages and working conditions that have been denied them for so long.

Some important victories have already been won. Many more will be won in the near future. The time has come for the American farm worker to take his rightful place in our society, and no force on earth can now stop him.

AFL-CIO Director of Organization William L. Kircher stated the issue very clearly recently, when he noted that there is a "moral obligation upon all of us" to help redress the long-standing grievances of these people who have contributed so much to the health, welfare, and prosperity of this nation, yet have gotten almost nothing in return.

Perhaps this is why the time has now come for the emancipation of the farm worker. The moral obligation of every man, woman and child in the United States has grown so great toward them that they can no longer be denied.

Consensus!

Bi-partisan Congressional support is growing rapidly for maritime labor's campaign to rescue the American merchant marine from the alarming deterioration brought about by years of official neglect by the Government.

Senators and Representatives on both sides of the political fence are stating, in increasingly unequivocal terms, their disappointment with the Administration's failure to formulate and present its long-awaited "new policy toward maritime." More and more Congressmen of both political parties are expressing their alarm at the danger to which the continuing deterioration of the American merchant fleet is exposing the nation, and the apparent inability of those

Government administrators responsible for maintaining a strong American merchant marine to come up with a realistic program to achieve that end.

Among the maritime proposals now enjoying bi-partisan support in both houses of Congress are the establishment of an independent Maritime Administration, Congressional authorization of maritime funds, and a vastly increased merchant ship construction program.

The battle for a revitalized American-flag merchant marine has been a long, hard one, and is by no means yet over. But the tide of support is growing daily and now is the time when we must redouble our efforts and see this fight through to victory.

High Court Upholds Building Unions' Position In Prefabrication Dispute

WASHINGTON—The U.S. Supreme Court has ruled that strikes to enforce contract clauses that forbid employers from bringing prefabricated materials onto the job site are not prohibited by the "secondary boycott" and "hot cargo" amendments to the National Labor Relations Act.

In two 5-to-4 decisions, the high court upheld the legal right of labor unions to block automation of members' jobs and said key Taft-Hartley and Landrum-Griffin amendments to the NLRA were not meant to deny workers the right to strike to prevent employers from subcontracting work to outside companies that would use machines to do the work.

Reading the majority opinion, Justice William J. Brennan, Jr., said: "Before we say that Congress meant to strike from workers' hands the economic weapons traditionally used against their employers' efforts to abolish their jobs, that meaning should plainly appear."

The two cases decided involved a contract between Carpenters Union and a group of contractors in Philadelphia and an agreement in Houston between the Asbestos Workers and heating contractors.

For the building construction industry, where unions have always bargained for contract

clauses barring the use of prefabricated materials, the decision was of particular importance.

The legality of these "work preservation agreements" has been upheld by the National Labor Relations Board and they have prevented the use of pre-finished materials that would abolish on-the-job work traditionally done by hand.

Certain lower courts, however, have held that such provisions were "hot cargo" clauses outlawed under the 1959 Landrum-Griffin Act which amended the national labor law to prohibit pacts to "cease from handling the products of any other employer." In some other cases, strikes to enforce these provisions have been held to be "secondary boycotts" prohibited in 1947 by the Taft-Hartley Act.

In its definitive decision of April 17, the Supreme Court held that a strike to enforce a work preservation agreement is not a secondary boycott because the

workers' dispute is with their own employer and not with the subcontractor.

The court also held that the prefabricated materials are not "hot cargo," which is generally defined as material produced by companies in dispute with their own workers or by non-union shops.

Decision Reversed

The majority opinions centered on the carpenters' contract in which the employers promised no carpenter would be required to work on prefabricated materials. Three contractors subsequently inherited a job calling for prefabricated doors and ordered 3,600 of them. The carpenters refused to hang the doors, the doors were sent back, and the door manufacturer claimed it had been the victim of a "hot cargo" contract. The U.S. Court of Appeals sided with the door manufacturer and the higher body reversed that decision.

In the Houston asbestos case, the Supreme Court affirmed the decision of a lower court which upheld a contract provision under which workers refused to use prefabricated material for placing insulation around pipes.

Chief Justice Earl Warren and Justices Abe Fortas, Byron White and John M. Harlan concurred with Brennan in the majority rulings. Dissenting were Justices Potter Stewart, Hugo Black, William O. Douglas and Tom C. Clark.

Senate Ratifies SOLAS Ship Safety Ruling

WASHINGTON—Ship safety measures approved by the latest International Convention for the Safety of Life at Sea have been unanimously ratified by the United States Senate.

Eighty-eight attending Senators voted to pass the amendments following hearings before a Senate Foreign Relations subcommittee.

The amendments were prompted by two fires at sea that cost a total loss of 100 lives. One fire was aboard the Yarmouth Castle in 1965 and the other aboard the Viking Princess in 1966.

All nations which signed the 1960 SOLAS Convention articles will be bound by the new stipulations once they have been ratified by two-thirds of the total nations concerned.

Even if the amendments are not adopted internationally, all passenger ships plying in or out of United States ports will, as a result of a Congressional measure passed just last year, be required to follow essentially the same requirements.

The Congressional law goes into effect November 2, 1968, unless the SOLAS amendments are enacted first.

The Great Lakes

by Fred Farnon, Secretary-Treasurer, Great Lakes



The SIU Great Lakes District recently signed a contract with the Cement Transit Company, a subsidiary of Medusa Cement Corp., covering the company's cement carrier **Medusa Challenger**. The vessel, formerly the Alex. D. Chisholm, has been converted to a self-unloader with automated fire-hold and unloading equipment. The ship will operate out of

Charlevoix, Michigan and service the ports of Chicago, Detroit and Toledo. The company expects to add two more vessels by 1970.

We are still negotiating with the Checker Cab Company in Detroit. Contract talks are moving slowly, and there is a possibility that we might have to call a strike in order to reach an agreement because the company refuses to recognize the union shop and there is no agreement on monetary matters as yet. Union negotiators are continuing their efforts however, in hopes of reaching an agreement.

Chicago

SIU organizers contacted Pickands-Mather, Interlake Steamship Company crews at fitout and received a gratifying welcome from many of the men contacted. This company will operate 15 vessels this season and pledge cards have been put aboard all vessels. In Sturgeon Bay was the P-M ship E. G. Grace, in Manitowoc the Frank Armstrong, in Milwaukee the Robert Hobson and the Walter Watson. Unfortunately the Frank Armstrong sailed one day before our arrival in Manitowoc, but the reception from the other three vessels was very good in the agent's opinion.

Most important, and mentioned by these non-union sailors, was our pension, hospital and welfare program—particularly the pension program. Many of the P-M sailors have been asking our organizers about the new Great Lakes District vacation plan and how it works. They were amazed to find that a sailor does not have to sail on the same ship all season, or even with the same company in order to qualify for vacation benefits.

In addition, we have recently installed a diagnostic clinic in Sturgeon Bay and Alpena. They are most happy with the fact that while they are out on the Lakes working our contracted vessels, their families will be taken care of.

Cleveland

The first SIU ship to leave the winter fleet here was the **Otto Reiss**, followed very shortly afterward by the **J. Morrow** and **Frank Taplin**. It was a tight squeeze crewing them up, but we made it with style. Any rated man who comes in the door goes out as fast as he wants to—registered and shipped at the same time. With the winter fleet gone, this port has settled down to what we hope will be a normal season.

Duluth

Shipping officially opened in the port of Duluth with the arrival of the **J. C. Miller**, Gartland Steamship. **Don Piper**, fireman, just returned from the West Coast where he made a trip lasting 50 days. Don says it was a good trip and he will take another during the coming winter. **Dave Jones**, FOW, also returned from the West Coast recently where he

also made a 50 day trip this winter.

Frankfort

The **Arthur K. Atkinson** is now in the Manitowoc Shipyard for its annual marine inspection. The **Grand Rapids** has been leased and is being operated by the Ann Arbor Railroad Company for the next couple of months. When an AB enters the hall he can pick the company he wants to work for and often he can pick the boat as well.

Detroit

Shipping in Detroit is still booming and the shipping board is loaded with jobs. It looks like another great season.

We just completed final negotiations with Roen Steamship Company, covering the crane operators aboard the barge **Marquis Roen**. The crane operators received an increase of 79 cents per hour on the hourly rate, and an additional 15 cents per hour on the crane rate. The company also agreed to pay the crane rate for handling hatches and beams, which was not considered as part of the loading or unloading operation in prior years. In all, this was one of the highest increases ever gained for seamen on the Great Lakes. The crane operators will also be covered under the SIU health, welfare, and pension plans.

Ships up to 105 feet wide will be able to go through the new Poe Lock when it opens in the Spring of 1968; the U.S. Army Corps of Engineers announced recently. The new lock will be one of four on the American side of the St. Marys River.

New SIU Clinic Facility Opens In Sturgeon Bay

STURGEON BAY—The latest addition to the growing number of SIU clinics has begun serving Seafarers and their families in Sturgeon Bay, Wisconsin. The clinic is located at the Dorchester and Beck Clinic, 1715 Rhode Island.

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

SIU clinic facilities are already available to Seafarers and their families in the Great Lakes ports of Buffalo, Duluth, Saulte Ste. Marie, Toledo, Superior, Wis., Melvindale, and Alpena, Mich., and Cleveland.

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

The Pacific Coast

by Frank Drozak, West Coast Representative



California AFL-CIO leader Thomas L. Pitts has recently warned labor union members against Governor Ronald Reagan's most recent ideas on labor relations.

"The Reagan administration's legislative proposals to police internal union affairs," Pitts said, "clearly represents the attempt of a state government dominated by conservative business interests to make mince meat of the trade union movement in California."

San Francisco

Shipping continues to boom in the port of San Francisco with the demand for AB's, oilers and FWT's particularly strong.

Paying off and signing on during the last period were the **Fenn Victory**, **Margaret Brown**, **Delaware**, **Pan Oceanic Faith**, **Minot Victory** and the **Ocean Wave**.

The **Walter Rice**, **Seatrain Texas**, **Iberville** and **American Victory** were all in transit.

Brother C. Ayer came out from Baltimore to catch the second electrician's job on the **Pan-oceanic Faith**. Also in from Baltimore was R. Kelly to make a Vietnam trip as FWT on the **Fred Morris**.

Wilmington

Following two very good weeks for shipping, the outlook for the coming period continues bright. There are plenty of jobs for FOWT's and plenty of slots are available for AB's and Cooks.

Seven ships were in transit during the past period and we had one pay off.

Jim Rivers, one of our local pensioners, dropped by the hall to say hello to the boys and made a contribution to the Maritime Defense League. Jim says the League is something he is very proud to be a part of.

After paying off the **Margaret**

Brown in San Francisco, **Pete Prevas** is back in our area after an absence of almost two years. Following time out for a few weeks vacation with his family here, Pete will be ready for another AB's job.

Seattle

Shipping activity has been excellent here during the last two weeks and all indications are that it will continue that way.



Harrison

Slusser

The **Cosmos Mariner**, **Anchorage** and **Santore** paid off and signed on during the last period. The **Rice Victory** also crewed up.

In transit were the **Inger**, **Portmar** and **Seattle**.

Last aboard the **Steel Seafarer** as Chief Electrician, Brother **William Slusser** says he had a fine trip but wanted to get off to spend some time with his family.

Also taking a little rest after a good trip as Baker on the **Western Hunter** is **M. W. Badger**.

Brother **G. Harrison** is waiting for a year-long run on the first tanker to go. He last sailed as an oiler on the **Oceanic Wave**.

Seatrains Delaware On the San Juan Run



Bosun C. Gomez (left) and AB Mike Sovick, who is the Ship's Delegate, discuss the day's work over morning coffee. The pictures were taken by Seafarer Paul Schneider.



Chief Cook Carlos Diaz (left) and Third Cook Ed Tresnick are preparing dinner in galley as container ship, a converted tanker, slips out of home port of Edgewater, N. J.

Family History of Going to Sea Makes Seafarer's Job Choice Easy

"I guess you have to be different to go to sea," says Robert "Chris" Christensen, a second-generation SIU man. His father, the late William Christensen, who sailed practically all his life, was an early member of the SIU.

William Christensen began sailing as a small boy in his native Norway, where he sailed on fishing boats. When he grew older he sailed with the Norwegian merchant fleet. Emigrating to the United States, he settled in Bellmore, N.Y. and began sailing with the SIU.

Bellmore, where Chris was raised, is near Long Island's south shore. He can't remember when his father began taking him along on deep-sea fishing trips, and when he began to develop his love of the sea and ships. Chris's hobby is still deep-sea fishing, and he often spends a busman's holiday off the shore of Long Island, or on boats off the east Florida coast, near Jacksonville, where he makes his home.

The seafaring tradition runs strong in Chris's family. His uncle, Helga Borrensen, is a tugboat captain.

In spite of his family's seagoing tradition, Chris started his working life as a construction carpenter, practicing a trade that Scandinavian families have developed into a fine art.

Then, seeking something more adventurous, he enlisted in the Army Airborne. He found jumping out of airplanes to his liking. "I joined the Airborne for the same reason I went to sea," Brother Christensen told the LOG.

"I guess I wear a beard for the same reason," he continued. "You just have to be a little different to enjoy life." Chris, who began

sailing with the SIU in 1958, grows his chin foliage while out at sea. "I keep it for a year or so, then I start a new one," he explained. Asked by the LOG if he has had any trouble about the beard aboard ship, he replied that the only trouble he has received is a "dirty look" from a ship's officer every once in a while.

Although he usually includes a mustache in his hirsute productions, this year's model has dropped the upper lip decoration. "Everybody calls me Abraham Lincoln now," he says.

Brother Christensen, 30, who sails as an AB, has just returned from Vietnam. He has been in practically every major port in the world, and has no preferred runs. Single, he will go anywhere, as long as he thinks there will be some action.

MONEY DUE

Checks for wages due Seafarers listed below are being held by Robin Line at Two Broadway, New York, N. Y. Contact the company directly if your name appears:

John A. Hamot, John A. Vogel, Loren W. Brown, Glenn Martin Ross, Angelo Palumbo, Nent Williams, Oscar Lee, Alvin Smith, John T. Keegan, Robert Lopez, Marlin G. Wilt, E. W. Bartol, Jr., Ernest S. Walker, Charles A. Fussel, Chris A. Markris, and J. Engbretson.

From the Ships at Sea

Jack Kennedy, ship's delegate on the *Del Norte* (Delta), reported that **Watt Bloodworth**, a wiper, was hospitalized in Santos, Brazil. "Bloodworth was given \$50 from the ship's fund," after suffering "bad steam burns," Kennedy reported. Also hospitalized were **Paul Stanley**, wiper, and **Bob Pitcher**,

who was hurt in an accident ashore. Both men also received donations from the ship's fund. "A big vote of thanks was given Kennedy for a job well done," Meeting Chairman

Andrew A. McCloskey reported. **Bill Kaiser**, treasurer, stated that after donations and deductions the ship's fund totaled 98.86, while **Maurice Kramer**, movie director, reported that the movie fund is now up to \$595.85. Seafarer **Herbie Mueller** moved that the donation for the movie fund be set back to \$2 instead of \$4. **Bosun Nick Pizzuto** reported that the deck department will finish painting the steward department rooms during the next voyage. **Michel Vigo** was elected delegate for the waiters and messmen. All delegates reported that there were no major problems.

Meeting Chairman **Matthew Guidera**, who doubles as ships delegate, reported that the captain said he would put out a draw for the crew when the **Lynn Victory** (Victory) arrives at port, "if for any reason the payoff is delayed."

All crew members "who want Masters certificates should see the Chief Mate," Guidera told the crew. **Harold Strauss**, Meeting Secretary, informs the Log that Seafarers were requested to make suggestions for safety repairs. Strauss wrote that two men were taken off the ship for medical attention in Okinawa. Some disputed overtime but no beefs, department delegates report. A discussion was held about transferring drinking water directly from the evaporator to the portable water tank. Logs and mail are arriving regularly.

Launch service is excellent on the **Belgium Victory** (Isthmian), according to Meeting Secretary **Ken Hayes**. Department delegates report that the food aboard the ship is excellent. Lots of overtime, a fine crew and a TV in good condition has made the voyage a pleasant one, according to **Harold Middleton**, meeting chairman. A motion by C. Gates was accepted, giving a vote of thanks to the Captain, Chief Mate and Chief Engineer for their cooperation and prompt attention to all shipboard matters. Crew members were requested to return all books to the library as soon as they are finished reading them.

A happy new addition has been added to the **Alcoa Voyager** (Alcoa) according to Meeting Secretary **D. B. Jordan**. A new coffee urn has been obtained for crewmembers who want to make tea, cocoa, and of course, coffee. **M. P. Cox**, Meeting Chairman, writes that parts have been received for the repairing of the washing machine. **B. B. Butler** has been elected ships delegate. The payoff will be in New Orleans after a trip that included stops in England and Germany.

"All delegates jobs are in experienced hands and we should have a smooth trip," according to word from the **Hastings** (Waterman). Meeting Chairman **Glen Vinson** said no beefs have been reported and the crew is a good one with some oldtimers to teach the young Seafarers some tricks. Meeting Secretary **J. E. Wells** writes that **Torster Forsberg** was elected ship's delegate. The ship is on the Japanese run with stops in Yokohama and Okinawa.

Crewmembers aboard the **Andrew Jackson** (Waterman) gave a vote of thanks to all the delegates for the outstanding job they turned in. Meeting Chairman **W. C. Sellers** reports. According to Meeting Secretary **H. G. Ridgeway**, the ship's treasury

totals \$12. **Ridgeway** said Seafarers were reminded to take care of the washing machine, turn it off after using it and turn in their linen at the port of payoff. No beefs or disputed overtime were reported.

Ship's delegate **Luke Ciamboli** complimented the Seafarers on the **Meridian Victory** (Waterman) for the fine cooperation they showed during the recent voyage. No complaints, everything went smoothly. **E. M. Villapol**, meeting secretary, reported. The ship's fund has \$9.60. Fireman **Tom Harris** made a motion to extend a vote of thanks to the Steward department and **Ciamboli** for the fine work they turned in. The crew was all in favor of this. **Villapol** reports. The ship made stops in Newport, Coos Bay and Westport, in Oregon, before hitting Seattle.

Prompt and courteous service on the part of the pantryman and messman aboard the **Fanwood** (Waterman), earned them a vote of thanks from the crew. Meeting Chairman **Robert Kyle** reports. A request was made for a new grill for the galley and a pump on the washing machine. Ship's delegate, **H. Smith** said that some unfinished painting will be completed when the vessel is in port. Meeting Secretary **John Tilley** wrote that Seafarers should remember to let delegates handle problems that arise, since other ways cause confusion.



Kennedy



Jordan



Vinson



Strauss



Sellers



Ciamboli



Smith



Gates

Lifeboat Class No. 174 Ups Anchor



This latest group of graduates of the SIU's Lifeboat School includes some newcomers into the ranks of the union as well as some old timers. Seated (l-r) are: Albert Leight, Alyondrino Velozquez, Leonard Pelletiere and Pedro Gallegos. Standing are: Instructor K. C. McGregor, Claus Ahmels, Patric Sullivan and Instructor Arni Bjornsson. The grads now hold C.G. lifeboat tickets.

Despite Success In Show Business He Returns To First Love—The Sea

On Tuesday, April 4, Seafarer William M. Brunning began a voyage toward a long-cherished dream—combining his talents as a superb cook and a fine Country and Western entertainer.

On that day, Brother Brunning, who in the old days used to be known to his fellow Seafarers as "Bill, the singing cook," re-

turned to the sea for the first time since the early 1950's. After many years as a successful Country and Western entertainer, Bill shipped out again. At 9

o'clock that morning he reported to Isthmian's New York office in lower Manhattan. Later that day he flew to San Francisco, en route to Honolulu, to serve as Chief Cook aboard the Longlines, a cable ship.

Bill was born 49 years ago in Savannah, Ga. Growing up in that Southern coastal city, he was exposed to the two traditions that became a way of life for him—the sea and Country music.

In 1939, at the age of 22, Brother Brunning went to sea and joined the SIU. His first two trips were made in the black gang, as a Wiper. The next couple of voyages were spent working topside as an OS. Then Bill tried the Steward Department, sailing as a Messman. "I really liked it in the galley," he says, and worked his way up in the Steward Department. He now holds the ratings of Chief Steward and Chief Cook.

Although he had heard the country style music all his life, it was not until he had been going to sea for three years that Brother Brunning began playing the guitar and singing. He bought a guitar in 1941 and took it aboard ship "just to pass the time."

He soon mastered the instrument and began entertaining his shipmates. Within a few years, many of them were telling him "Bill, you really ought to turn professional."

In the early 1950's he took his buddies' advice. "My first break," Bill told the LOG, "came in 1951, when I played in a Grand Ol' Opry road show in Indianapolis, with Ernest Tubbs." The Grand Ol' Opry is the grand old institution of Country and Western music.

Brother Brunning was to appear on the Grand Ol' Opry many times

during the following decade, playing together with such Country and Western greats as Ernest Tubbs, Fern Young, "Grandpa" Jones and Wander Jackson. "I still have many friends at the Opry in Nashville," Brother Brunning told the LOG. Nashville, Tenn., is the Country and Western capital of America, and the Grand Ol' Opry's national broadcasts, as well as that of many other shows, originate there.

Just as he had done while in the galley, Bill worked his way up in the entertainment field. After ten years of success as an individual entertainer, he organized a band. The Western band, begun in 1961, consisted of eight pieces: lead guitar, rhythm guitar, bass fiddle, accordion, drums, piano, and two girl vocalists. One of the girls sang traditional Country and Western music. The other singer specialized in the folk style that was then just beginning to take the country's young music audiences by storm. Bill, not one to miss out on a trend, realized that the addition of a folk singer to his ensemble would give it a wider audience. He was proven correct.

A Lot of Laughs

Bill, himself, was the lead male singer, and sometimes doubled on the guitar and the bass fiddle as well. The catalog of Bill's talents seems endless; his group developed comedy routines as a break between numbers, and he was the funny man. As a comedian, going by the name of "Butterball," he says "we got a lot of laughs and made a lot of people happy."

The most significant milestone in his career, Brother Brunning says, was 1963. It was in that year that he met and married his wife, Barbara. As he tells the story of how they met: "I was playing New Haven, Conn. After the show a lovely girl asked for my autograph." Barbara was working as a waitress in New Haven. Bill found out where she worked and went to the restaurant. When he got there, he says, he was too shy to sit in her section. She spotted him, however, and asked him what he was doing

there. One thing led to another, and eventually they married.

The couple make their home in Burlington, Vt., Barbara's hometown. They have a two-and-a-half-year-old son, William, Jr.

Bill and his band continued to travel the country. "We rode in style," he says. They traveled in a bus that began its career in 1960 with Greyhound. Bill had bought the bus, and converted part of the rear into living quarters for himself.

Hit Parade Song

Besides presenting its regular three-hour show in name clubs, theaters, school houses and hospitals, the band began to make records. In 1964, about a year after his marriage, Bill recorded "Have You Ever Been Lonely," and "Someday." The lyrics Bill wrote for "Have You Ever Been Lonely" reflected his feelings about being away from Barbara, he says. The song, with "Someday" on its flip side, became a best seller. It made the Country and Western hit parade and was on juke boxes throughout the country.

In spite of being able to obtain bookings throughout the country and his recording successes, Bill came to the realization that he wasn't able to put away very much money for his family. He explained that he had to pay an average of \$35 daily expenses for each member of his band and his driver, had to lay out money for elaborate Western costumes, maintain and fuel his bus, and pay an average recording fee of \$500 for all his records, most of which, of course, did not become overnight smashes. So he decided to break up the band and go into radio.

Bill presided over Country and Western shows as a disc jockey and master of ceremonies in Providence, R. I.; Charleston, S. C.; Gainesville, Fla.; Jacksonville, Fla.; and finally the big time, Wheeling, W. Va., second only to Nashville as a center of Country and Western music. Still, show business did not provide the security that Bill and his family felt they should have, and he didn't see Barbara and Little Bill for months at a time.

So, a few months ago, Barbara and Bill had a heart to heart talk about the family's future. "With her help," he told the LOG, "I decided to go back to my real profession." Bill recalled how, during the first few months of his marriage, when they lived in New Haven, he could see ships while driving down the Connecticut Turnpike. "I became homesick for the sea every time I saw them," he says.

"My wife is for my going to sea a hundred per cent," Brother Brunning says, adding, "she is helping me save for the future." "I know by having a good union I'll have enough to send my son to college. I'll go to sea as long as I am able. I'm going to try to give the boys the best food and the best entertainment I can . . . just me and my guitar."



Brunning

Double-Play Duo



The SIU's Welfare Services Division rapped out a double recently when it issued two Seafarers' first pension checks at one time. Chee Mohat (left) sailed in the Deck Department and holds a Bosun's endorsement. His last trip was on the Viet Nam run. William Woeras (right) has been sailing, in the Engine Department, since 1946. He came into the Union during the bitter Isthmian organizing campaign. Al Bernstein, Welfare Director, sits in center.

FINAL DEPARTURES

Gordon Ray, 64: Brother Ray died March 8, at the USPHS



Hospital, Baltimore, from a heart ailment. Born in Indiana, he resided in New Orleans. An AB, he sailed on SIU ships for over 20 years. Ray joined the union in Tampa, Fla. His last ship was the Barre Victory. Surviving is his sister, Mary Smyrk of Cockeysville, Md. Burial was in Loudon Park Cemetery, Baltimore.

Charles Babick, 45: Brother Babick died while at sea on the



San Francisco, Feb. 17, when he was stricken with a heart attack. Babick sailed as AB and bosun. He joined the SIU in the port of Baltimore. Born in Pennsylvania, he resided in Johnstown, Pa. His last ship was the Los Angeles. Surviving is his sister, Mildred Maser of Johnstown.

Sam Petroff, 56: A coronary occlusion claimed



the life of Seafarer Petroff, March 3, at Hamot Hospital, Erie, Pa. Born in Pennsylvania, he was a resident of Erie. Joined the SIU in the port of Detroit, sailed as an AB in the SIU's Great Lakes District. He is survived by his wife, Virginia. Burial was in St. John the Divine Cemetery, Harborcreek Township, Erie County.

Lawrence Kile, 63: Brother Kile died at St. Mary's Hospital on



March 4, in Port Arthur, Texas. He sailed in the Engine room and joined the SIU in Port Arthur, Texas. A native of Gueydan, La., Kile lived in Sabine Pass, Texas.

He sailed on tugs operated by the D. M. Picton Co. Seafarer Kile is survived by his wife, Irene. He was buried in Greenlawn Memorial Park, Port Arthur, Texas.

Oscar Seara, 55: Brother Seara died in New York City on March



18. Born in Tampa, Florida, he sailed in the Steward department as a cook. Seara joined the union in New York City, where he resided with his wife, Isabel. His last vessel was the Ezra Sensibar. Burial was in Municipal Cemetery, Tampa.

Marcus Medina, 53: Seafarer Medina died at his home in New



York City on March 11, after a heart ailment. Born in Puerto Rico, Brother Medina shipped as an oiler in the Engine department and last sailed on the Suzanne. He joined the SIU in the port of New York in 1942. He was on SIU pension at the time of death. Surviving is his wife, Carlina Medina. Burial was in St. Raymond's Cemetery, Bronx.

Edward Hill, 67: Death claimed



Seafarer Hill on March 7, in the USPHS Hospital, Galveston, Texas, following an illness. Brother Hill joined the union in 1938 in the port of Mobile. Born in Texas, he had been a resident of Galveston.

He sailed in the Deck department and was qualified to ship as bosun. He was on SIU pension at the time of death. He is survived by his wife, Lois. Burial was in Galveston Memorial Park, Hitchcock, Texas.

In Final Tribute



"The American flag was lifted, and the body of J. E. Parks sank beneath the waves that had been his home for so many years. It was a saddened group of men that carefully folded the flag, as they mourned the loss of an admired shipmate." This is how William F. Phillips, Ship's Delegate aboard the Achilles (Newport Tanker) described the burial at sea of the ship's Bosun. Brother "Ed" Parks, 53, was stricken by a sudden heart attack on March 9.

Press Misleading On Tanker Disaster To The Editor:

Your feature article on "The Torrey Canyon Disaster" thoroughly examined the infinitely complex international maritime, legal, conservation and economic problems implicit in the huge ship's tragic mishap.

You accurately chronicled the maze of multiple responsibilities in the case, made possible by today's increasingly complex maritime situation. I quote: "American owned, incorporated in Bermuda, registered in Liberia, crewed by Italians, chartered to a British firm, insured by British and American companies, she was wrecked in international waters and her drifting cargo will undoubtedly bring about liability claims from France and England at least."

I know that these facts add up to one thing to those of us who are familiar with the current unfortunate state of the American Merchant Marine—the Torrey Canyon was a run-away-flag operation. American in name only.

Though the supertanker made headlines and received feature television coverage around the world as an American-ship when she ran aground on Seven Stones Reef last month, actually there was nothing very American about her.

Like other vessels under run-away-flag operation, the Torrey Canyon pays no taxes to the United States, pays substandard wages to her crew, is not subject to rigid U.S. safety standards, and is part of the huge American-owned, foreign-flag fleet that has deprived U.S. flag-ships of their fair share of foreign commerce.

Many people are outraged at the extensive publicity given to the tanker as an American ship, and it is obvious to me that there has been a gross misrepresentation in television and press coverage of this event.

Ron Lazlo

Students Aiding Farm Workers

To The Editor:

I recently read an article by one of my favorite columnists, Russell Baker of *The New York Times*, in which he unmercifully blasted today's college students for unthinkingly supporting the status quo and unthinkingly preparing themselves for a secure birth in the power structure of our society.

He said the press has magnified student participation in the vital social issues of our time out of proportion. Baker went on to say that only a tiny minority are involved. The rest, he said, are concerned with psychedelic drugs, birth control and Viet Nam, in that order. He said most students spend their spare time drinking beer, bowling, shooting pool and playing pin-ball machines.

Ironically, students and the labor movement have been close allies, working hand in hand to achieve their worthwhile objectives. And make no mistake, there are still many who are aware of the needs of the workers who are

One of the AFL-CIO affiliated unions in the vanguard of achieving social justice in this country is the United Farm Workers, headed by Cesar Chavez. In my opinion, Mr. Chavez is one of the great men of our time, a man of deep courage, insight and fortitude.

It was my privilege to hear Mr. Chavez speak recently. He described his union's struggle to organize those outside the pale of the nation's power struggle. Mr. Chavez sees it as his mission to spearhead the organization of those outside the organized sector of the economy by unionizing his fellow Spanish-Americans whose labor brings food to our tables. Though their employers and exploiters are not numbered among the few hundred giant firms who pretty much control the nation's industrial output, they have powerful friends in the government and are powers to be reckoned with.

And he went on to say that he was gratified at the response among college students and other liberals in California who helped the United Farm workers when things looked bleakest. These students hit the picket lines with the farm workers, he said.

Maybe, Mr. Baker, things aren't as bad as they seem to you.

Michael Simms

LETTERS To The Editor

Magnuson's Views 'New, Refreshing'

To the Editor:

Senator Magnuson's statement to the Senate (Seafarers Log, April 14, 1967) concerning the "deplorable" state of the U.S. merchant marine was one of the most lucid analyses of the situation I have read in a long time.

I wonder if your putting this article next to the article on the Soviet's opening their north coastwise sea route to world wide shipping, "along with the rapidly-expanding Soviet merchant fleet" was intentional? Whether or not it was intentional, it certainly should drive home the point that, as Senator Magnuson warned the nation, the deterioration of our merchant marine poses a "grave danger" and an "immediate threat to the well-being of every citizen of the United States."

"Two years ago President Johnson promised the nation a new maritime program," Senator Magnuson reminded us, and "the nation is still waiting."

As many others who understand the role of the merchant fleet in the nation's economy, the Senator called for the immediate implementation of a fleet of fast, efficient, technologically advanced U.S.-flag vessels built in American shipyards and manned by U.S. crews.

What was new and refreshing about Senator Magnuson's thinking was the fact that he pointed out that "there is no longer a real distinction between our national security requirements and the ability of this nation to ship non-military goods to other parts of the world."

Seafarer to Climb Upgrading Ladder With Aid of SIU Engineers Program

Brother Salvatore Aquia Jr.'s dream of climbing the upgrading ladder within the American Merchant Marine is coming true—thanks to the SIU-MEBA District 2 Engineering School.

Salvatore has followed the sea with a single-minded devotion. He enlisted in the Navy after his

graduation from high school, serving most of his four years in the service as a Machinist's Mate Second Class. For a short time he tried a shore job, working as a clerk for the federal government's Social Security office in Woodlawn, Md. But he realized this was not his cup of tea, and soon found himself back in the Engine Room, this time not with Navy, but with the SIU. Brother Aquia has been sailing with the SIU for four years now.



Aquia

The moment that changed the course of his life came a few months ago in Saigon, when Brother Aquia picked up a copy of the LOG and saw the pictures of two friends and former shipmates—Freddie Fleischman and Clinton Webb—who had won their Second Assistant Engineers' endorsements after attending the SIU-MEBA District 2 school. At the time Brother Aquia was sailing as an FWT aboard the Alcoa Mariner (Alcoa). He was on his second trip on the ship and had been aboard seven months.

"Right then and there," he relates, "I made up my mind I'd apply for the school as soon as I got Stateside. When I saw my buddies in the LOG, he says, I had faith that I would do it too."

When Brother Aquia got back to his hometown, he got cold feet again, but he had already spoken to Baltimore Patrolman Tony Kastina. "Come on," Patrolman

Kastina encouraged him, "let's try it." "So with Tony's help," he relates, "I made out the application and sent it to headquarters in New York."

Eight days later Brother Aquia's telephone rang. It was SIU headquarters calling to tell him he had been accepted by its Engineering School. Brother Aquia is now attending the Engineering School and hopes to graduate in about two months and obtain his Third Assistant Engineer's license. "As far as the school goes," he says, "it's great. The teachers are the best in the country—very intelligent and very patient."

As for the future, Brother Aquia said that "someday I hope to return to school to upgrade myself up the next rung to Second Assistant Engineer and, the Lord willing, to return again to go up "more rungs on the ladder."

"I certainly appreciate the op-

portunity the SIU has given me to advance myself . . . I think everyone should take advantage of it."

Brother Aquia, who came to the United States from Italy 14 years ago, says "I go to sea because I come from a seafaring family, and in my family it's a tradition that you follow in your father's footsteps."

"My grandfather," Brother Aquia explains, "owned a fleet of fishing boats in Sicily. My dad used to go to sea with his father's boats." The catch was mostly anchovies and some tuna. They were primitive vessels, he relates, driven by wind and sail, and when there was no wind, by the sweat of men rowing at oars.

"I love going to sea . . . its become part of me," says Brother Aquia, 27. He is single and lives with his family in Baltimore. He has a married sister and a brother.

SIU ARRIVALS

Lurdes Filippetti, born February 5, 1967, to the Luis A. Filippettis, Baltimore, Maryland.

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

Felicia Weeks, born February 19, 1967, to the Hubert G. Weeks, Foley, Alabama.

Jorge Soto, born July 12, 1966, to the Jorge C. Sotos, Brooklyn, New York.

Iris Todd, born September 12, 1966, to the Ray E. Todds, Collins, Mississippi.

Mark Stalnaker, born February 25, 1967, to the Owen R. Stalnakers, Toledo, Ohio.

Stacia Pedersen, born February 3, 1967, to the Otto Pedersens, Pass Christian, Mississippi.

Darren Lloyd, born February 22, 1967, to the Dennis D. Lloyds, Boyce, Virginia.

Timothy Potter, born February

8, 1967, to the Jackie W. Potters, Wilmington, N.C.

Francis D. Hemilright, born February 20, 1967, to the Francis D. Hemilrights, Manteo, N.C.

Anthony Amendolia, born January 30, 1967, to the Anthony Amendolias, Bayonne, New Jersey.

Vincent Paul Lawsin, born March 1, 1967, to the Vincente A. Lawsins, Seattle, Washington.

PERSONALS

Clarence Olein
Please contact your brother, M. J. Olein, 532 South Lincoln, Denver, Colorado, as soon as possible.

Rudolph R. Cefaratti
Please contact your mother as soon as possible about your income tax forms, which you forgot to sign before you shipped out. Tell her where you want them forwarded.

DIGEST of SIU SHIP MEETINGS

DEL SUD (Delta), March 18—Chairman, W. Folse; Secretary, C. Lanier. Brother W. Pittman was elected to serve as new ship's delegate. No beefs reported by department delegates.

SEA SCOPE (Alpine), March 8—Chairman, Joseph L. Dier; Secretary, Joseph L. Dier. Brother R. Sheppard was elected to serve as new ship's delegate. Few hours disputed OT in each department otherwise everything is running smoothly. Crewmembers would like to be informed about new Alpine contract.

OCEAN ANNA (Maritime Overseas), February 23—Chairman, M. C. Cooper; Secretary, C. J. Nall. One man missed ship in Houston. Brother N. D. Matthey was elected to serve as ship's delegate. Vote of thanks was extended to the resigning ship's delegate, Brother F. A. Pehler, for a job well done.

BELGIUM VICTORY (Isthmian), March 12—Chairman, Harold N. Middleton; Secretary, Ken Hayes. \$22.00 in ship's fund. Vote of thanks was extended to the Chief Mate, Chief Engineer and the Master for their cooperation and prompt attention to any questions. The steward department was also given a vote of thanks for their fine food. Ship's delegate reported that cooperation is good in all departments.

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

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Navigation... Oldest Science



The sextant is demonstrated by SIU Deck Officers School student George Fargo. The instrument, developed about 200 years ago, determines latitude and longitude by measuring distances and altitudes.



The binnacle is a mainstay to the modern man on the bridge. The instrument incorporates a magnetic steering compass and a self-contained lamp for use in staying on course at night.



NAVIGATION IS CERTAINLY THE OLDEST of the sciences since it began in its most primitive form when the first man set his eye on a familiar object and homed in on that object. This was land navigation. The earliest form of marine navigation almost surely was born with man's first discovery of a body of water, his observation that some objects float, and the further realization that certain larger objects—a log or a tree branch—would support his weight in the water.

With the first attempt to guide such a floating object in a desired direction, marine navigation began. Since navigation is the process of directing the movements of a craft from one point to another, its beginnings involved mostly a form of piloting and dead reckoning. Piloting grew as man became familiar with landmarks around him and used them as guides as he moved from place to place. Dead reckoning was the natural outgrowth of this as the primitive traveler became bold enough to venture farther from his landmarks and attempt to predict more distant future positions.

There is no actual record of the accomplishments of these first mariners but all historians agree that they must also have used the sun and the stars as aids in fixing their positions almost from the beginning. Navigation as practiced by them was more art than the science it has become through perhaps 8,000 years of new discoveries and refinements.

It is commonly thought today that navigation wouldn't be possible without the charts, compasses and other instruments on which the modern navigator relies so heavily. Generally forgotten is the fact that many of the great voyages of history which made known a large portion of the world were made without some or most of these present-day essentials.

Although details are lacking, it is known that long voyages by sea were successfully completed thousands of years before the birth of Christ. It is believed that at least some of our own American Indians originally reached North America by sea as early as 2200 BC. There is strong evidence to support the view that they were part of a general exodus from southwestern Asia at about that time. Also of significance is the fact that virtually every land found by the great European explorers was already inhabited when they arrived.

Down through the scores of centuries many great voyages have been recorded which had little or no navigational importance. Even Noah's trip in the ark was of only slight interest in this respect; his use of a dove to locate land. However, the record of equipment and knowledge used during later voyages

does clearly illustrate periodic developments in navigation which must have occurred earlier.

That a people unaccustomed to the sea might make a single great voyage without navigational contributions of note is not surprising. It is more difficult to understand why great seafaring peoples like the Norsemen and the Polynesians left only conflicting traditions concerning their navigational methods. It may be that they left few written accounts of any kind, but the reputed length of the voyages they made would indicate more sophisticated navigational procedure than their records show. Possibly they just developed their powers of perception to such a degree that their navigation was similar to that of fishes or birds and therefore a highly advanced art unique to themselves.

One of the first well-recorded voyages was that of a Greek astronomer and navigator, Pytheas of Massalia, sometime between 350 and 300 BC. Pytheas wrote his own observations as he sailed from a Mediterranean port first to England, Scotland and Thule, and then on to explore the fiords of Norway and the rivers of northwest Germany.

This voyage of Pytheas, and others of his time, had significance for two reasons. First, they were made without the compasses, sextants, chronometers and electronic devices commonplace today. Secondly, they proved that there must have been a fair store of knowledge available on the use of celestial bodies for purposes of navigation. Also, Pytheas may not have had the *Periplus of Scylax*—the earliest known sailing directions—but he probably had similar information. And if there were sailing directions, there might have been some sort of charts even though no record of them exists.

With or without sailing directions or charts, Pytheas and his contemporaries knew direction by day or night if the sky was clear, and could judge fairly well by wind and sea when it was overcast. They could also estimate distance. The sand glass was known to the ancients for measuring time and speed could be figured by counting the strokes of the oars. We don't know today how many miles was meant when these mariners judged distances by "a day's sail" or "two day's sail" but they definitely knew what their ships could do.

During the early centuries of the Christian era, recorded progress in navigation was slow; during the Dark Ages it all but stopped. But by the time Ferdinand Magellan sailed around the world in 1519, his voyage illustrated the advances which had been made in navigation during the 1800 years following Pytheas.

Magellan carried with him on his journey such equipment as sea charts, a terrestrial globe, quadrants, compasses, magnetic needles, hour glasses and other timepieces, and a log to be towed astern for determining speed. He also had astronomer Ruy Faleiro's instructions for the use of the astrolabe and cross-staff, considered the best available at the time.

Thus 16th century navigators had charts, sailing directions, means of estimating speed and instruments to determine latitude. The greatest remaining obstacle to be overcome was an accurate means of determining longitude and this was not done until some 200 years later with the advent of the chronometer.

Modern Navigation

The dawn of what might be called modern navigation came with the three Pacific voyages between 1768 and 1779 made by James Cook of the Royal Navy. Aided by the full backing of Britain's scientific establishment, Cook's expedition was the first to undertake detailed explorations at sea with benefit of equipment, techniques and knowledge that could be considered modern. On his first trip, Cook was able to determine longitude by the tedious lunar distance method with an astronomical clock and a watch borrowed from the Astronomer Royal. By the time he made his second voyage, the first chronometers were being produced and Cook was provided with four of them. These, along with the instruments he already had, enabled Cook to navigate with a precision undreamed of by Pytheas or Magellan.

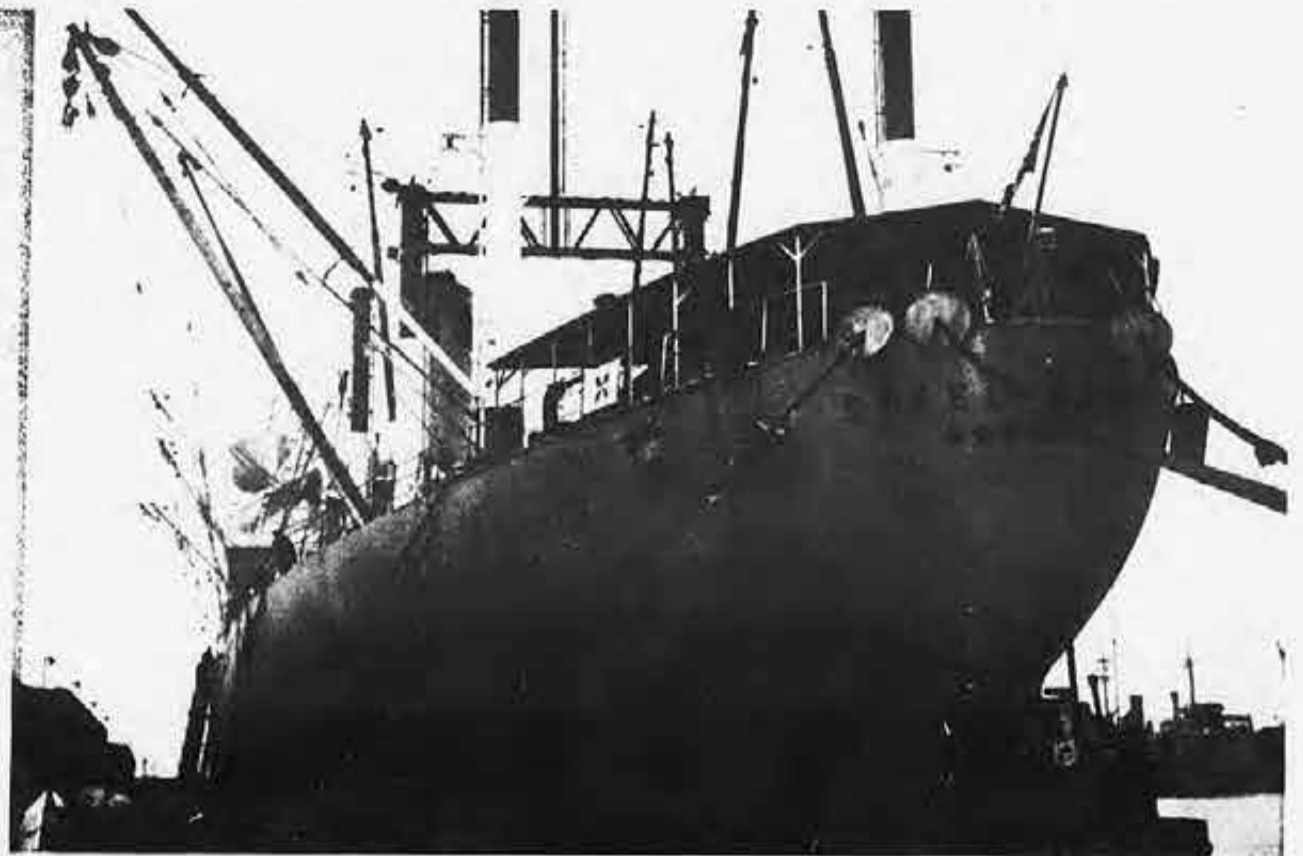
The advanced equipment on today's most modern ships serves to exemplify the fact that navigation has become nearly an exact science.

Now each deck officer has a sextant with which he can make more accurate observations than Cook could. The end result of hundreds of years of experimentation, today's reliable chronometers determine easily the precise time of each observation. The latest gyro compasses indicate true north no matter what variation or deviation there may be. Modern almanacs and charts allow instant calculations to a greater degree of accuracy than needed. Through electronics, radio time signals and weather reports and quick reference to chronometers to avoid foul weather, and by use of *loran* (long range navigation) the navigator can fix the exact position of his ship a thousand and more miles from transmitting stations.

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Steel Worker Pays Off

Seafarers on the Isthmian ship, Steel Worker arrived in New York for a payoff at Erie Basin on April 12. The Steel Worker completed a 3½ month voyage to the Far East and crewmembers reported that things went smoothly in typical SIU style. Beefs and disputes were at a minimum and many crewmembers expressed the desire to ship on the Steel Worker again. After a brief stay at Erie Basin to pick up cargo and sign on a new crew, the Steel Worker departed for a trip to Viet Nam.



Leo Bonser, who sailed in the deck department, leaves the vessel with his gear after picking up his pay. Leo enjoyed the trip to Far East.



Seafarers George Bush (left) and Pete Thompson were relaxing in foc'sle when LOG photographer took this picture. Both men sailed in the engine department. Pete is a 19-year veteran while George Bush is newcomer to the union.



Patrolman Ed Mooney (second from right) explains a contract provision to L. Gersen of Engine dept. Patrolman E. B. McAuley, Seafarers Hugo Fuentes and A. Modesto are at left. The ship's long trip added up to a good payoff.



Dick Hannon (left) and J. C. Harris can testify that there's seldom a dull moment for the steward department, even during a payoff. Seafarers don't lose their appetite when they aren't working hard at sea.



Hugo Fuentes of steward dept. helps prepare evening meal for Seafarers. Crewmembers agreed the food was top-notch quality.



Chief Cook J. C. Harris prepares hamburger dinner while his fellow Seafarers wait for the payoff at Erie Basin. J. C. is SIU veteran.



Cal James (standing) was bosun during the voyage. He discusses the trip with patrolmen E. B. McAuley (left) and Mike Sacco. Cal, who comes from Virginia, has sailed SIU ships for 18 years and joined the Union in New York City.



Seafarers look happy as they reap rewards of a long trip. Left to right: B. Waddell, J. Scott, L. Bonser, R. Rodriguez, Geo. Bush, Dick Hall, Mike Sacco and E. B. McAuley, seated at the table, are SIU patrolmen.