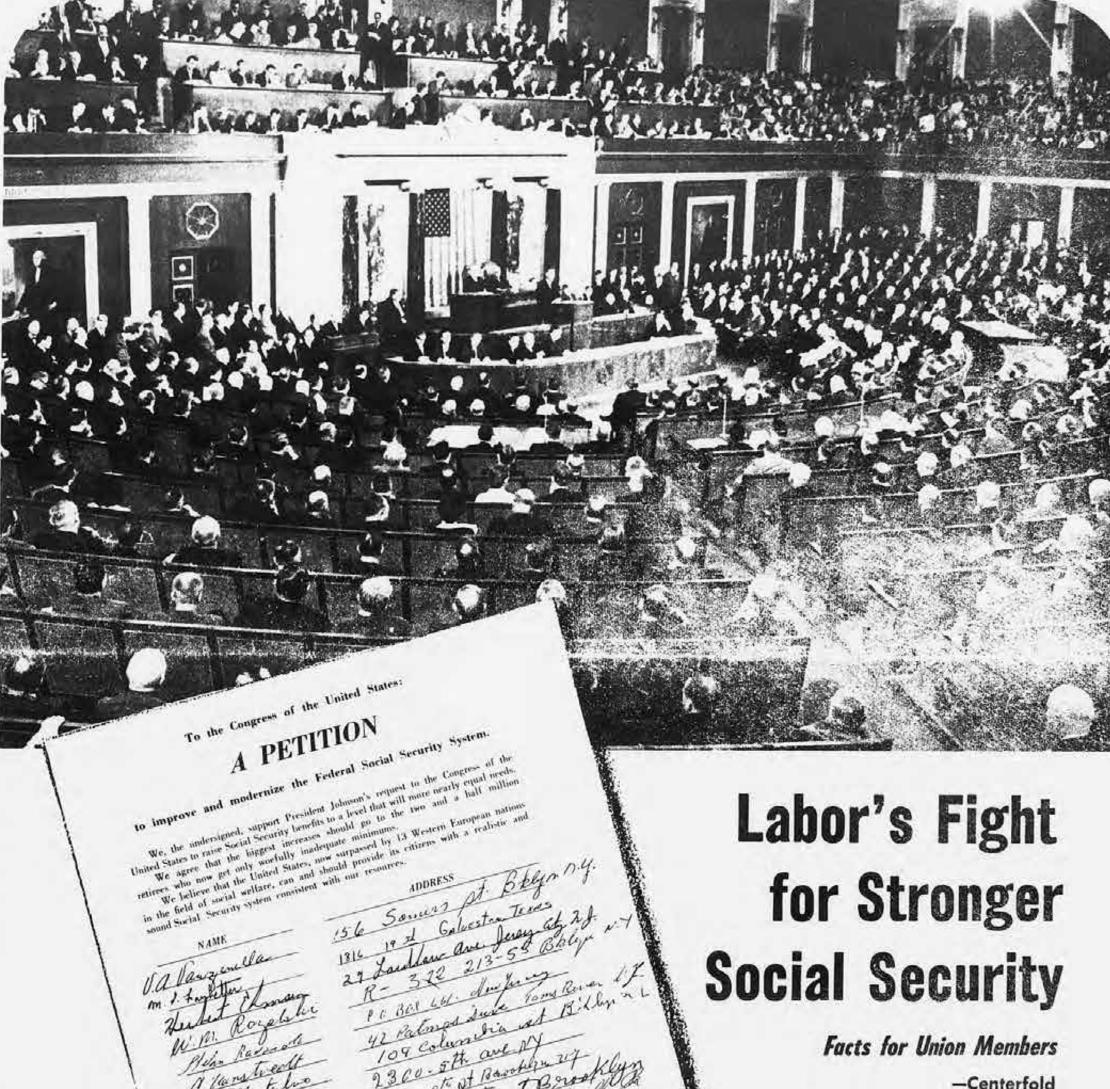
Vol. XXIX

SEAFARERS-L

April 28,

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT .



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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 maritime 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 martime 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 martime 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 Hal

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 antilabor 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.

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 memhers of the Union negotiating committee will include Cromwell and Gilbert crewmembers Harold W. Kamauu, Raymong Fujiwara, Gordon N. Williamson, Donald L. Moffatt, Shisuro Seki, and Gregory K. Naluelua Jr.

MSTU representatives on the negotiating committee will includ: 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,

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 alcholic 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 seaman 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.

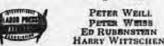


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Baltimore Tug Strike Ends, **SIU Tugmen Win New Gains**

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 end-

ing a 26-week strike against the Curtis Bay Towing, Baltimore Towage 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 Towage 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

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.

Democratic, GOP Congressmen Speak Out

Solid Bi-Partisan Support Grows For Strong Maritime Legislation

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

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 opcrators 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 d:cline of our maritime capability that has already taken place. He vessels have an average age of 42 years, while the U.S. tanker fleet has an average age of 15

"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

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 midday 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 construc-

tion 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 legislanoted that the U.S. Great Lakes | tors 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 Astronautics 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 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.

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 im-

provements in quality and quanti-

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 pinnointed 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 sometime 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 wolfare 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

Red Merchant Fleet

Tripled Since 1958,

Still Growing Fast

The rapid expansion of the

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 AFI-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 Employes, 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

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 vicepresident 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. 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.

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.



haw Ketchum

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.

Philadelphia

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

Union and the International Art Shaw and Dave Ketchum Ladies' Garment Workers' Union. are watching the board for coal 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 Potomize 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 Potomae.

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 Bethtex, 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.

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 (I-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.

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.

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 else-

where 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.

Scafarer 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 outwardbound slot. Daniel Brownnon has his FFD again after an illness and is raring to go anywhere on any-

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

Speakers included Louisiana AFL-CIO President Victor Bussie: Louisiana Governor John J. Mc-Keithen; 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 Maritme 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 longneeded 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

· 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





Austria

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

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

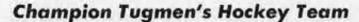


Coleman

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. Cole.nan 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.





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 (I-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 Governmentsponsored 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 Americanflag merchant fleet capacity cost the Government about \$49 million in reactivation costs, the report notes.

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."

which had increased their participation somewhat in 1964, declined again in 1965, the report

Even the liners on regular runs,

It further points out that despite

THE INQUIRING SEAFARER

Question: When you have a vacation, how do you like to spend vour 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.



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 travel-

ing on my vacation.

Bill Waddell: I just like to relax and take it easy on my vaca-



tions. 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.

Juan Morales: I like to relax, take it easy and visit my old



ally 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 great educational

friends. I can usu-

go, travel is a experience.

Larry Wyatt: I find that I lose interest in travel, so when I have a vacation, I gen-



erally 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,

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.

April 8 to April 21, 1967 DECK DEPARTMENT

	TOTAL REGISTERED All Groups			PPED	REGISTERED on BEACH All Groups			
Port	Class A	Class B	Class A	Class B	Class C		Class A	Class B
Boston New York Philadelphia Baltimore Norfolk Jacksonville Tampa Mobile New Orleans Houston Wilmington San Francisco	8	2 27 1 9 8 3 2 6 23 26 6 25 23	1 41 3 33 6 5 3 16 22 28 22 33 21	1 30 3 13 4 4 2 11 26 18 5 25	1 19 5 2 3 13 5 1 7 15 15 53 24		16 221 29 102 19 16 9 78 139 165 40 50	3 73 7 39 19 3 6 14 61 102 2 4
Totals		161	214	162	163		920	335

ENGINE DEPARTMENT

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

STEWARD DEPARTMENT

	TOTAL REGISTERED		1	AL SHI	06	REGISTERED on BEACH All Groups	
Port	Class A	Class B	Class A	Class B	Class C	Class A Class B	
Boston New York Philadelphia Baltimore Norfolk Jacksonville Tampa Mobile New Orleans Houston Wilmington San Francisco	28 2 4 1 9 38 16 12 34	1 12 3 7 11 0 1 3 17 13 0 13 6	1 27 3 20 1 3 0 11 33 14 4 20	0 13 3 15 6 1 0 8 28 12 13 9	2 23 11 4 5 16 0 1 1 10 82	3 2 155 37 7 6 58 34 14 25 10 0 7 3 43 11 114 74 113 73 20 6 4 4 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 vears 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 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 managament 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 fleetjust 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," Edward 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

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. I 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 AFI-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

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.

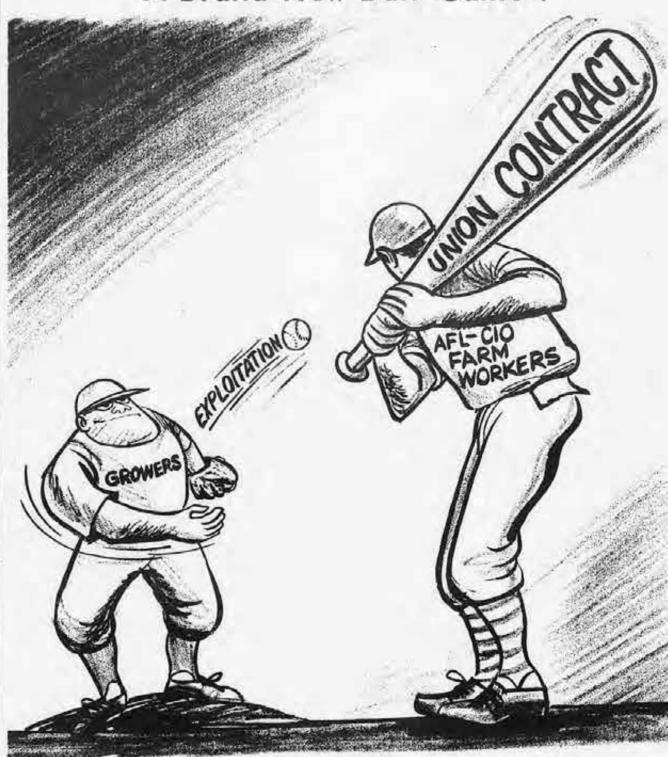
-Φ The Painters named William A. Duval of San Jose, Calif., as director of apprentice training, succeeding the late Carl Griffin. Duval has been a teacher of trade training and faculty member at San Jose City College. He served also as secretary of his union's statewide apprenticeship and training committee,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

- J. 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.

"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 si pport 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

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

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

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

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 unequivocable 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 Americanflag 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.

THE stronger Social Security program pending before the Congress is of major importance to all American citizens.

The AFL-CIO is spearheading the campaign for Congressional enactment of these proposals for increased benefits. The trade union effort is aimed at arousing the interest and support of the citizenry in every community throughout the United States. Labor's campaign to enlist community interest and support in stronger Social Security was kicked off last month in a series of highly successful rallies in major U. S. cities.

The new concept of Social Security is designed to help not only the ever-increasing number of senior citizens in the U.S. but qualified younger persons as well. Workers in the prime of life who become totally disabled will be provided for. Widows and children under 18 will receive much needed financial aid for subsistence and education if the wage earner dies. Existing benefits to retirees will be increased, thus lessening the burden shared by many adult children of the aged. Medical care will be extended. The advantages are wide and varied.

Union members should bear in mind that the benefits under the federal Social Security system are in addition to those that they enjoy under their various union welfare and pension plans.

To help our readers understand what the proposed stronger Social Security bill will do for them, the SEA-FARERS LOG is reprinting on these pages a series of questions and answers prepared by the AFL-CIO Social Security Department.

Q: The papers say the President is asking for an "average" 20 percent increase in Social Security pen-

sions. Who would actually get how much?

TANGER STOP PERSONAL TO THE STREET, SANGERS SHOW COMPLETANCES IN THE

A: Every retirement benefit would be raised at least 15 percent. The biggest proportionate increases would go to the 2.5 million retirees who now get only the minimum of \$44 a month (\$66 for a couple). These minimums would become \$70 and \$105. Also, the minimums for retirees who were covered for 25 years or more of their working lives would rise to \$100 for an individual and \$150 for a couple.

The special benefits for persons 72 or older who never qualified for Social Security pensions—a provision adopted along with medicare in 1965—would be \$50 rather than \$35 a month (\$75 instead of \$52.50 for a couple). And another 200,000 persons would be added to the 900,000 eligible for such benefits.

For other pensioners—the vast majority—the basic increase would be 15 percent. Unless you're in one of the categories listed above, that's what you'd get.

Q. Can you tell me in simple terms—not in a lot of tables—how much we're going to pay for this?

A: Let's just look at the next three years. You are now paying 4.4 percent in Social Security taxes on everything you earn, up to \$6,600 a year. Under the present law, the rate will go up to 4.9 percent in 1969.

The new proposals would raise your tax rate to 5 percent (instead of 4.9 percent) in 1969. But before that—next year, in 1968—it would increase the earnings base to \$7,800. This would only affect those who earn more than \$6,600 a year. It would mean that they would have Social Security taxes deducted for more pay periods, until their earnings exceed \$7,800. In 1970, the earnings base would be raised again, to \$9,000. In the same way, this would affect only those earning more than \$7,800.

So much for the big picture. Now for the dollars and cents. Let's say you earn \$3.50 an hour—\$7,000 a year. In 1968, the President's proposals would cost you an extra \$17.60.

If you still earn \$7,000 in 1969, the higher tax rate will add another \$42. But \$35 of this is already scheduled; only \$7 would be added by the proposed improvements.

So by 1969, then, you would pay \$59.60 more on a \$7,000 income than you're paying this year—slightly over \$1 a week. But more than half (\$35) is coming anyway. The improvements would cost you only \$24.60, less than 50¢ a week.

Here's how to estimate your own added taxes: If you make less than \$6,600 a year, you'll pay 60¢ more on each \$100 you earn, beginning in 1969—a

maximum of \$39.60 a year. That's the bottom.

If you make more than \$9,000 a year, you'll pay
\$52.80 more in 1968; \$99.60 more in 1969 and
\$159.60 more in 1970. That's the top.

Remember that most of this tax increase is already written into law. The new bill would amount to only 10g on each \$100 of earnings.

(The President's proposals include tax rate and earnings-base projections as far ahead as 1989. But since the Social Security System will undoubtedly be reexamined and revised long before then, these long-range figures are not really relevant.)

Bear in mind that you're not just paying for a retirement program. You're paying for a Social Security package that includes many other benefits.

Q: You mention "other benefits" in the package. Like what?

A: To start with, there's medicare for the aged. That's part of the package. And as most Americans came to realize during the campaign for medicare, it provides financial protection for the young by meeting



the medical costs of the old. (The President proposes to extend medicare benefits to those who are drawing disability payments under Social Security or the Railroad Retirement Act, even though they're under 65—about 1.5 million persons, all told. He also suggests some other improvements. But the proposed changes can easily be absorbed by the higher wage base.

Next, there's the disability insurance mentioned above. Social security benefits are payable to all those covered by the system, regardless of age, if they are totally unable to work for a year or more; a lifetime income if catastrophe strikes. And there are family allowances. A worker who was disabled at an early age could draw as much as \$78,000 to support his family, even at present benefit rates.

Then there's protection for your survivors, often overlooked. A lump-sum death benefit, and monthly payments to your widow and dependent children. That's Social Security in the best sense of the word, and it's part of the package, too. A widow with two small children could collect more than \$65,000—again, at present levels. Many youngsters have had a chance to finish school and go to-college because Social Security pro-

Facts Union Members Should Know

Why Labor Supports A Stronger Social Security Program

vided a basic income for their fatherless family.

Too little is said about this immensely important aspect of Social Security. Very few young husbands are able to provide against their own sudden death. They are paying the day-to-day costs, buying and furnishing a house, immersed in current problems. Yet the young are also mortal. Social Security prevents a tragedy for one from becoming a disaster for all.

Q: Even so, it looks to me like I'll be paying 5 percent of everything I earn, by any reasonable estimate, no matter how much my wages go up. Couldn't I buy myself just as much protection from a private insurance company for that kind of money?

A: No. A number of right-wing columnists, and many honest but uninformed persons, are spreading this story, but it just isn't so.

Let's try to put the facts in focus.

A young man of (say) 25, just entering the workforce, could not buy, for the amount he pays in Social Security taxes, a private annuity policy that would pay as much as the present Social Security retirement benefit 40 years later. This will continue to be true, for as taxes rise, so will benefits.

This young man could buy a private policy that would pay about 25 percent more than present Social Security retirement benefits IF he could add the employer's equal tax payment to his own.

That's a very big IF, and it's not the only one.

To maintain his private policy, the young man would need to have 40 uninterrupted years of earnings high enough to pay the premiums. Social Security, in contrast, absorbs periods of layoff, unemployment and wage cuts. A worker can earn maximum benefits over a 10year period.

But that's only part of the story.

The private policy would set a fixed, dollar benefit payable on maturity; Social Security benefits have gone up periodically in the past and are sure to rise in the future.

The private policy would cover retirement income only, except for some insurance provision in the event of death. It would not include (at this price) any disability coverage, much less medicare. Except for a flat life insurance payment, it would offer nothing to survivors, as described above.

This kind of protection could not be bought at any price, much less twice a worker's Social Security tax. To cite only one reason, Social Security (unlike private insurance companies) does not need to show a profit, and pays its executives by government rather than by executive-suite standards.

There are other considerations:

As a practical matter, how would a worker latch on to the money the employer now pays in Social Security taxes on his behalf?

• How many young workers would actually set aside the equivalent of Social Security taxes if left to their own devices?

The second point is perhaps the most persuasive. Social Security came into being during the Great Depression, which followed a period of great prosperity. Many of the elderly who most desperately needed oldage pensions in the depression had, during the previous decade, ample or even excessive incomes, from which they could theoretically have made themselves secure for life. Vast numbers thought they had done exactly that, but they were undone by a collapse of the private economy which few thought possible.

Social Security draws on the resources of the whole community—workers and employers alike—to make sure that, in the public interest and for the benefit of all, every employed person has a measure of security in his old age, or in the event of his untimely death or disability. This not only protects the improvident and the unlucky; it protects the prudent against unfore-seeable disasters. No private insurance can do that.

Q: Sure, benefits will increase over the years. So will the "premiums"— the taxes we pay. You can see that from this year's proposals. Why don't we just put in a cost-of-living escalator on Social Security benefits—to keep them on a par with prices?

A: There is nothing wrong with the principle of an escalator arrangement if it is properly applied. But an escalator should not be used as a way of keeping inadequate benefits in the same place. The AFL-CIO believes that basic benefits should be raised by 50 percent quite apart from escalator provisions.

Also, an escalator clause should take into consideration living standards as well as living costs. If the general standard of American life rises, aside from prices, that of retirees and other Social Security beneficiaries should rise as well.

This doesn't rule out an escalator right now—as long as it's agreed that basic increases are also needed.

Q: But let's say I'm 35 or 40 years away from retirement. I'll pay the money all those years, but I won't get any more benefits than somebody who only paid 10 years at the same rate. Is that fair?

A: In one sense, no; in another sense, yes. Let's look. The proposals now before Congress would set a special, higher minimum benefit for retirees who had paid Social Security taxes for 25 years or more. That's a first attempt to meet the problem.

However, if you're lucky enough to live to 65, and to have earned the maximum tax base for all those years, you shouldn't really resent it. You might have bought a life insurance policy at 25 or 30, and paid the premiums over the same period. You would be happy to reach 65, but you would lose the game. You would have won— in dollar terms—if you had died 20 years earlier.

Every insurance system is based on averages and probabilities, including Social Security. There is no way of guaranteeing that every player will get back more than he put in, or even as much. But your chances are infinitely greater under Social Security.

First, you are only putting up half your bet; the employer is matching you.

Second, there are more ways you can win. If you live to 65 you have the pension. If you die earlier you have the death benefit and survivors' support. If you're disabled before 65, or sick afterwards, you also collect.

Sure, in any kind of insurance program, public or private, some will pay more than they collect. But the odds are better with Social Security.

Q: Just the same, it seems to me that the big thing these days is the old folks—medicare, bigger retirement checks and all that. I'm not against helping the old people, but aren't we going a little too far?

A: No, we're not; even from the standpoint of the very young, if they took a good, clear look at the facts.



Congress was made aware of the urgency of President Johnson's bill to increase social security payments by the enthusiastic rallies sponsored by the AFL-CIO throughout the nation. Here, SIU President Paul Hall addresses a large crowd in the New Orleans SIU hall.

Sure, Social Security has generally been discussed in terms of the old folks, and some young people may be fed up with it. But actually, it's a young people's program, too.

Let's start with the young and move up.

Suppose one of the old folks gets sick. You'd be right there with all the help you could give, even though it killed you—and it might have, financially, until a couple of years ago. Not anymore, thanks to medicare. You might be stuck with the deductible but you'll get off easy. That's Social Security.

Or you're driving home late one night and some nut with hot wheels knocks you into the branches. If you're just crippled, Social Security will keep you and your hopes alive; if you're dead, Social Security will take care of your wife and kids.

But let's say you get old—and we all do. Inevitably you get the word—sorry about that, old boy, but you've had it. The pay checks stop right there.

You'll join a great big club, in which there are mighty few millionaires. The average single member has a Social Security income of less than \$1,000 a year; the average couple, about \$1,700.

Do you think that's "too far"? Do you think an increase of 15 percent or 20 percent—or even 50 percent—would be "too far"? Would you like to live on this kind of income?

Q: I'm not all that worried. My folks have a union pension plan and so do I. Don't most people have something else besides Social Security to protect them?

A: No. If you do, and your folks do, you belong to a very fortunate minority.

Only 15 percent of those presently retired have any sort of private pension income. The other 85 percent depend on Social Security alone.

True, the figures will change for the better. About 30 percent of the present labor force is covered by some sort of private pension arrangement. In another 15 or 20 years, this will show up in the pension statistics. But that will still leave 70 percent with nothing but Social Security.

Besides, most of the private pension plans aren't all that plush. Those in the highly-organized, high-wage, highly-profitable industries pay substantial benefits. Many others do not.

The plain fact is that the great majority of retirees have no income except Social Security, and—because Social Security benefits are too low—very many of them are desperately poor. Pensions have been raised only twice since 1954. The 1958 increase did not even restore the buying power lost since 1954. The 1958 increase did not even restore the buying power lost since 1954; and the 1965 increase did not even restore the

Younger workers may not feel like shedding tears for the aged, but consider just one statistic. About a third of the aged don't have a telephone, because they can't afford it. How would you like that, come 65?

buying power lost since 1958. The two raises left re-

Q: But this tax thing still bugs me. Under the income tax, the more you make, the higher rate you pay. But everybody pays the same rate on Social Security, even the millionaires. Do you think that's right?

A: No, it's not—but it's not as unfair as it sounds. The benefit formulas are arranged to pay more, in proportion, to those with the lowest earnings. So while the lower-paid are taxed proportionately more when they're working, they get a bigger break when they collect.

Also, the higher wage base will bring in more money from the better-paid, which will help a little.

However, you still have a point. The present setup dates back to the Great Depression, when there was an urgent need to provide some sort of income to the aged, right away. No matter what kind of insurance system



was set up, they wouldn't have anything much in the way of credits; so everyone else paid a little more to make up the actuarial difference.

This may seem pretty peculiar to later generations, raised in an affluent society. But 30 years ago, younger workers were more than willing to pay more than their share so that the elderly would have a chance to live our their lives in dignity and independence.

By now, of course, this problem is mostly behind us, but the debt remains. And so eventually the Social Security system should be enriched by a contribution from the general revenues of the federal government, which are collected more nearly according to the ability to pay. But that's down the road a bit.

Meanwhile, the system as it stands gives you the nation's best chance to come out a winner. And the odds will get better as time goes on.

Q: Let's look down the road a little farther. There's going to be a push for bigger pensions, for expanded medicare—maybe covering everyone—and all the rest. Who's going to pay for that?

A: To a great degree, you are. Let's not make any bones about that.

You want a secure old age, not lavish, but with enough money to live decently. It has to be paid for, one way or another; partly, perhaps, with a company pension plan (using money you might otherwise have had in wages) and through Social Security (half paid for by a tax on employers—money you would be unlikely to get otherwise).

You want some kind of protection against the unexpected—death, disability, chronic illness—for yourself and those you're responsible for. Only Social Security can do that job for the aged, and it does it better than anything you can buy anywhere else for anything close to the price.

Yes, Social Security is going to get bigger. It's going to get more expensive. It's going to annoy you as you pay your share.

But where could you get a better buy?

Q: But seriously-where will it all end?

A: We in the AFL-CIO hope it won't end until the Social Security concept in the United States catches up with and surpasses the rest of the world.

Of all the free, western nations—the lands of our forefathers, the creators of our national culture—we are the most laggard in social welfare, in caring for the aged, the ill and the deprived.

In part this is because we Americans set so high a price on personal self-sufficiency and freedom of opportunity; "any boy can become President" and all that. Yet the concept of adequate social welfare does not conflict with the American ideal, but rather complements it.

"Any boy can become President" if he has a fair chance. In today's society this means adequate food, adequate housing and adequate education. This chance must be open to the children of the poor widow and the young offspring of the retiree.

If West Germany can spend 17 percent of its gross national product; Belgium, 14.4 percent; Britain, 11 percent; Ireland, 8.9 percent, for social welfare, surely the United States can do better than 7 percent.

In cold fact we Americans not only do poorly by the indigent, the aged and the ill; we do poorly in protecting the young against the burden of the old. This is not just faulty in principle but short-sighted in practice. For all our sakes, let us do better

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 onthe-job work traditionally done by

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.

by Frank Drozak, West Coast Representative

The Pacific Coast

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 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 Panoceanic 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

internal union affairs," Pitts said, "clearly represents the attempt

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.

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 Farnen, 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 equip-

ment. 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 agree-

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 Milwaukce 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 bene-

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

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

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 Alpina, 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.

Seatrain 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.

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. Engebretson.

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.



Kennedy

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 ships 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 del-



egate, 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 condi-

tion 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 (Al-



coa) 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



Vinson

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, re-

Ciamboli

ported. 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



Smith

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,



This latest group of graduates of the SIU's Lifeboat School in cludes some newcomers into the ranks of the union as well as some old timers. Seated (I-r) are: Albert Leight, Alyondrino Velozquez, Leonard Pellettiere and Pedro Gallegos. Standing are: Instructor K. C. McGregor, Claus Ahmels, Patrck 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," returned 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

3

Brunning

Later that day he flew to San Francisco, en route to Honolulu, to serve as Chief Cook aboard the Long-

o'clock that morn-

ing he reported to

Isthmian's New

York office in

lower Manhattan.

lines, 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 Tubb." 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 Tubb, 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 entertainmnt 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 wite, 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-ahalf-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."

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



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.

-**t**--

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



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.

18. Born in

His last vessel was the Ezra Sensibar. Burial was in Municipal Cemetery, Tampa.

- Φ -

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 Suz-

anne, 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.

$-\Phi$ —

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.

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.

Pross 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 Marinethe Torrey Canyon was a runaway-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 runaway-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. flagships 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 struc-

ture 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 finy minority are involved. The rest, he said, are concerned with psychedelic drugs, birth control and Viet Nem; in that order. He said most structure spend their spare time drugsians, beer, bowling, shooting pool and playing piobalt machines.

Traditionally, students and me large macropalt have been as allies, working hand in hand to schike their worths. involved. The rest, he said, 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

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

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 some 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 diploing was the fact that opinion out that There is 00 diplored out that There is 00 diplored out that There is 00 diplored out that the fact that the fact

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.

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

ACHILLES (A. L. Burbank). March 19—Chairman. Bob Porter; Secretary, N. F. Hatfield. Ship's delegate reported that everything is running smoothly. One man was returned to the U.S. for hospitalization. \$22.00 in ship's fund.

HASTINGS (Waterman), March 18— Chairman, Glen E. Vinson; Secretary, J. E. Wells. Brother Torster Forsberg was elected to serve as ship's delegate. Discossion held about water being ra-tioned, otherwise no beefs were reported by department delegates.

DIGEST of SIU SHIP MEETINGS

DEL SUD (Delta), March 18—Chair-man, 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.

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 hest 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

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 foot-

"My grandfather." Brother Aquia explains, "owned a fleet of fishing boats in Sicily. My dad used to go to sea with his father's hoats." 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.

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,

 $-\Phi$ 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. - 11-

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

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. possible. - J-

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

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Schedule of **Membership Meetings**

SIU-AGLIWD Meetings New Orleans May 16-2:30 p.m. Mobile May 17-2:30 p.m. Wilmington May 22—2:00 p.m. San Francisco May 24—2:00 p.m. Seattle May 26-2:00 p.m. New York May 8-2:30 p.m. Philadelphia May 9—2:30 p.m. Baltimore May 10—2:30 p.m. Detroit May 12-2:30 p.m. Houston May 22-2:30 p.m.

Great Lakes SIU Meetings Detroit May 15-2:00 p.m. Alpena May 15—7:00 p.m.
Buffalo May 15—7:00 p.m.
Chicago May 15—7:00 p.m.
Cleveland May 15—7:00 p.m.
Duluth May 15—7:00 p.m.
Frankfort May 15—7:00 p.m.

Great Lakes Tug and Dredge Region Chicago May 16-7:30 p.m.

†Sault Ste. Marie May 18-7:30 p.m. Buffalo May 17-7:30 p.m. Duluth May 19-7:30 p.m. Cleveland ... May 19-7:30 p.m. Toledo May 19-7:30 p.m. Detroit May 15-7:30 p.m. Milwaukee . . May 15-7:30 p.m.

SIU Inland Boatmen's Union New Orleans May 16-5:00 p.m. Mobile May 17-5:00 p.m. Philadelphia . May 9-5:00 p.m. Baltimore (licensed and unlicensed) May 10-5:00 p.m. Norfolk May 11-5:00 p.m. Houston May 22-5:00 p.m.

Railway Marine Region Philadelphia

May 16-10 a.m. & 8 p.m. Baltimore May 17-10 a.m. & 8 p.m.

May 18-10 a.m. & 8 p.m. Jersey City May 15-10 a.m. & 8 p.m.

United Industrial Workers New Orleans May 16-7:00 p.m.

† Meeting held at Labor Temple, Sault St. Marie, Mich. * Meeting held at Labor Temple, New-# Meeting held at Galveston wharves.

Mobile May 17-7:00 p.m. New York . . May 8—7:00 p.m. Philadelphia . May 9—7:00 p.m. Baltimore ... May 10—7:00 p.m. \$Houston ... May 22—7:00 p.m.

DIRECTORYOF **UNION HALLS**

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ROBIN GRAY (Robin), March 5—Chairman, L. Gillian; Secretary, A. Ferrara. Some disputed OT in deck and engine department to be taken up with boarding patrolman. Vote of thanks to the steward department for a job well deca.

LONGVIEW VICTORY (Victory Carriers), March 5—Chairman, Don Bartlett; Secretary, Milke Mulroone. Ship's delegate reported that most of the repairs have been taken care of Everything is running smoothly with no beefs. \$19.35 in ahip's fund. Brother Don Bartlett was re-elected to serve as ship's delegate.

ROBIN KIRK (Moore-McCormie), March 5—Chairman, Robin Hutchins; Secretary, Everett Perry, \$22.56 in ship's fund. Few hours disputed OT in deck and engine departments, Ship's delegate to ascertain why travel pay is not put on payroll for tax deduction, Ship's delegate reported that all is going well with no beefs.

MERRIMAC (Merrimac Transport), March 5—Chairman, Joseph Stanton; Secretary, Nicholas Hatgimisios. One wiper was transferred to the steward department due to the fact that the

DIGEST of SIU SHIP **MEETINGS**

steward department was short three men. Two men were hospitalized in France. Repair list made up and will be

AMERIGO (Crest Overseas), November 21—Chairman, John Hoggie; Secretary, Clarence A. Collina. No beefs reported by department delegates. Brother John Hoggie was elected to serve as ship's delegate. It was requested that lights be installed port side and starboard side and corners midship house main deck. Vote of thanks was extended to the steward department for a joh well done.

BRIGHAM VICTORY (States Marine), March 17 — Chairman, W. R. Layton; Secretary, W. T. Langford. Plenty of beefs in engine department to be taken up with boarding patrolman. Motion made to write to headquarters asking that a new drinking fountain be put aboard as the present one is out of order most of the time and the chief engineer has consistently refused to do anything about it. Discussion about crew putting in for subsistence if there s no cold water in the tropes. This should be put in contract. Vote of thanks to the steward department for a job well done during the breakdown of the galley blower.

AMERICO (Crest Overseas), March 5—Chairman, John Hoggie, Secretary, William Schneider. No beefs and no disputed OT reported by department delegates. There will be further discussions on draws (U.S. currency), prevention of venereal disease, and meel and lodging allowances. Motion made to expedite retirement plan for SIU members. Plan should include 20 years service with 7 months sea time in a year, counting as a full year towards the total 20 years. Payment of \$300.00 per man per month. Motion made to increase knowledge of first trippers from the Union school by incorporating classes on contract, constitution, job responsibilties and Union hetory.

INGER (Reynolds Metals), March 12—Chairman, Santos Garcis; Secretary, none. The ship's delegate told the captain that the crew wanted to be paid off on the day of arrival instead of having to wait until the next day. Some disputed OT reported in deck department. Crew would like all the disputed OT to be settled before payoff. Vote of thanks to the steward and the entire department.

G. Espeneds. Ship's delegate reported that everything is running smoothly with no beefs and no disputed OT. Brother George C. Roffman resigned as ship's delegate and Brother A. Hudimac was elected to serve in his place. Vote of thanks extended to Brother Hoffman. \$2,00 in ship's fund.

MERIDIAN VICTORY (Waterman), March 5 — Chairman, Luke Clamboli; Secretary, E. M. Villapol. \$9.60 in ship's fund. No beefs and no disputed OT reported by department delegates. Vote of thanks to the ship's delegate, Brother Luke A. Ciamboli, and to the steward department for joha well done.

STEEL ARCHITECT (Isthmian), February 12—Chairman, Roy R. Thomas; Secretary, James E. Ostrom. \$104.25 in ship's fund. No beefs and no disputed OT reported by department delegates. Motion made to have American money for draws instead of travelers checks.

VENORE (Venore), February 19— Chairman, Stanley J. Hutchinson; Secre-tary, A. Lesnansky. No beefs and no dis-puted OT reported by department dele-

YELLOWSTONE (Rio Grande Transport), February 9 — Chairman, J. M. Davis; Secretary, J. E. Roberts. No beefs reported by department delegates. Vote of thanks extended to the steward department for the good food.

WESTERN CLIPPER (Western Agency), February 12—Chairman, Fred Gentry; Secretary, S. Escobar, \$21.35 in ship's fund. Disputed OT in steward department. Brother C. Goidts was elected to serve as ship's delegate.

DELAWARE (Bulk Transport), February 13—Chairman, Calvin D. Morris; Secretary, L. P. Hagmann. Some disputed OT in deck department. Motion made that any member with 15 years sea time on SIU ships be able to retire, whether disabled or regardless of the amount of his income after retirement. Further, would appreciate further comments by other brothers in the LOG.

ROBIN SHERWOOD (Robin), February 8—Chairman, Edgar J. Buhrman; Secretary, Gilbert M. Wright. Some disputed OT in steward department. Brother Henry Swartz was elected to serve as new ship's delegate. Vote of thanks to the steward department for a job well done.

MANHATTAN (Hudson Waterways), February 18—Chairman, William Padgett; Secretary, Clyde Kent. Some disputed OT concerning restriction to the ship at both Visakapatnam and Madras, India, to be settled by the patrolman at payoff. Motion was made that each man submit his restriction to the ship OT on his own respective overtime sheet. Ship's delegate reported that the Captain praised the crew, especially the steward department, for making it a smooth trip, and the excellent preparation of food. The crew also extended a vote of thanks to the steward department for a job well done.

ALCOA VOYAGER (Alcon), March 18
Chairman, M. P. Cox; Secretary, D. B.
Jordon. No beefs were reported by departitiont delegates. Brother B. B. Butler was elected to serve as new ship's
delegate. Matter of four nights lodging
in New Orleans while men were chipping
and welding after 8 P.M., to be taken
up with the Captain.

ROBIN GOODFELLOW (Moore-Mc-Cormack), February 3—Chairman, W. M. Hand; Secretary, Thomas W. Faulkner. Brother Faulkner was elected to serve as ship's delegate. \$51.00 in ship's fund. Some disputed OT in deck department. Crew were asked to be nest and clean in pantry and messhall, and to keen natives out of messhall, laundry and passageways.

CAPE CATOCHE (United Maritime), February 22—Chairman, M. Poole; Sec-retary, E. O'Nell. Ship's delegate re-ported that everything is in good order with no beefs.

PENN SAILOR (Penn Shipping), March 19—Chairman, T. Weems; Secre-tary, Wm. L. Pittman. Vote of thanks was extended to the ship's delegate who in turn thanked the crew for their as-sistance. Some disputed OT in deck department. Ship should be fumigated for roaches. Discussion about installing on Dov. Natatu DEL MONTE (Delta), February 28— for roaches: Discussion about 204971 Est 781 Chairman, A. C. Campbell; Secretary, A. air-conditioners in messhalls.

UNFAIR TO LABOR

DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor," (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

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

> > -t-

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

-t-

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

Jamestown Sterling Corp. (United Furniture Workers)

White Furniture Co. (United Furniture Workers of America)

-t-

Genesco Shoe Mfg. Co. Work Shoes . . . Sentry, Cedar Chest, Statler Men's Shoes . . . Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)

- \pm -Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage

Starflite luggage (International Leather Goods, Plastics and Novelty Workers Union)

- \pm -"HIS" brand men's clothes Kaynee Boyswear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman Brothers and Sewell Suits, Wing Shirts

(Amalgamated Clothing Workers of America)

- t-

R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavaller and Salem cigarettes Tobacco Workers International

Union)

- \pm -

Peavy Paper Mill Products (United Papermakers and Paperworkers Union)

---t---

Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)

- t-

Antonio Perelli Minetti & Sons Ambassador, Eleven Cellars Red Rooster, Greystone, Guasti, Calwa, F. I., Tribuno Vermouth, Aristocrat, Victor Hugo, A. R. Morrow Wines and Brandles. (National Farm Workers

Association)

PINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TAMPA, Fla.

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

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

Earl Shepard, Chairman, Sesfarers Appeals Board 17 Battery Place, Suite 1930, New York 4, N. Y. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been resfirmed by membership action at the September, 1980, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

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.



Navigation is certainly the oldest of the sciences since it began in its most primative 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 primative 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 Scylaz—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.

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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

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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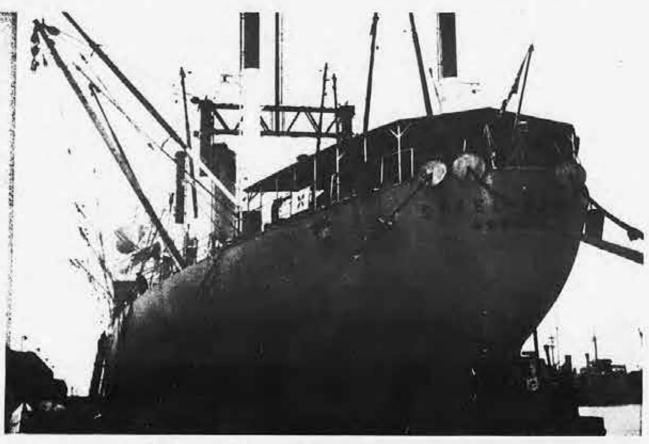
SEAFARERS-JLOG

April 28, 1967

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

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.