



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

## "TOP OF THE LIST"

## U.S. MARITIME



AN  
INDEPENDENT  
MARITIME  
ADMINISTRATION!



1967

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At Inquiry Into Loss of Morrell

# SIU Lakes District Questions CG Great Lakes Inspection Procedures

CLEVELAND—The adequacy of Coast Guard inspection procedures for Great Lakes vessels has been called into question by the SIU Great Lakes District, the AFL-CIO Maritime Trades Department, and the survivors of four of the 28 crewmen who lost their lives in the recent sinking of the ore carrier Daniel J. Morrell, which broke up and sank during a Great Lakes storm.

A five-man Coast Guard Board of Inquiry sitting in Cleveland heard SIU attorney Victor G. Hanson charge that Coast Guard investigations into such sinkings as the Morrell this year, the Carl D. Bradley in 1958 and the Cedarville in 1965 were "limited in depth and conclusion."

"What it boils down to at all these inquiries," he said, "is that the company produces records attesting that its vessel achieved Coast Guard certification. But no

one questions the adequacy of the Coast Guard inspection."

The 60-year-old Morrell was owned by Bethlehem Steel Corp.'s subsidiary, Cambria Steamship Co. The vessel split in two and sank off Harbor Beach in Lake Huron during a storm on November 29. "Too often, these things are written off as so-called 'acts of God,'" the lawyer complained. "With all the investigative techniques available today, can you imagine an auto accident or an airplane crash being written off simply as an 'act of God?'" he said.

Such an inquiry, the attorney contended, should be as diligent and thorough as those conducted by the Civil Aeronautics Board when an airliner crashes — with surveys and metal samplings from the actual wrecks.

Attorneys at the hearing pointed out that while the Morrell broke up in the storm, other ships on the same lake made port safely.

"What the Coast Guard is doing," the SIU attorney declared, "is to have the Coast Guard investigate themselves in many instances."

As a result he wrote to the Coast Guard commandant in Washington requesting that the inquiry board include a member from outside the Coast Guard, such as the Justice Department, or

at least a Coast Guard officer from outside the district where the sinking occurred.

The attorney suggested that the Coast Guard should be required to conduct a wide open investigation that impounds all evidence, including the ship itself whenever possible. A shipwreck should be placed out of bounds to all salvage scavengers and divers, he said, including those of the owner-company, but excepting designated agents of the government.

The SIU representative made clear that basically he is not attacking the Coast Guard or the shipowners, but the standards under which they operate.

"There are ships operating on the Lakes that should not be sailing because they are too old and have not really been adequately inspected for fatigue," he pointed out.

"Union attorneys don't want to see the shipowners put out of business. The men they represent earn their livelihood from them."

"But what we've got to do is show that Great Lakes shipping, which is vital to the national interest, is a marginal business needing federal subsidy. It costs \$5 million to replace a Lakes vessel by today's standards," he noted. "That's why so many old ones are still running."

## Company Slows Contract Talks

# SIUNA Oil Workers Vote to Strike Standard Oil of Calif., if Necessary

SAN FRANCISCO—Members of the SIUNA-affiliated International Union of Petroleum Workers have voted overwhelmingly to authorize the Union negotiating committee to take any action necessary, including strike action, to reach a settlement with Standard Oil of California.

The negotiating committee announced that some progress was made at meetings held earlier this month with company representatives. However no agreement has been reached on many items which the Union considers of prime importance. Among such "must" items are a Hospital, Medical, Dental Plan, a substantial general wage increase, increased shift differential, job bid system, union shop and other demands.

Further meetings are planned for the end of the month.

Negotiations between the IUPW and the Bakersfield Refinery are scheduled to resume soon. The Bakersfield IUPW membership has also voted to give their negotiating committee authorization to strike if necessary.

Meanwhile the Unions' United Coordinating Committee, a joint committee of unions representing Standard Oil of California employees, has agreed on a Health and Welfare agreement which would cover all unions. Further boycott action against Standard Oil was also planned.

The unions representing Standard Oil of California employees

had formed a United Coordinating Committee to end traditional fragmentation of bargaining with Standard Oil of California and had agreed that its affiliates should permit other Standard Oil union representatives to attend bargaining sessions as observers.

The Union's United Coordinating Committee is composed of representatives from the following unions:

SIUNA-affiliated International Union of Petroleum Workers; Oil, Chemical and Atomic Workers Local 1-561, Richmond and 1-547, El Segundo; Machinists Lodge 824; Operating Engineers in El Paso and Big Springs, Texas; Petroleum Workers Union Local 1 in the San Francisco Bay area, and Local 9 in Sacramento; Western States Service Station Employees Union; Pipefitters Local 159, Richmond; Sheet Metal Workers Local 216 in Alameda and Contra Costa Counties; Boilermakers Locals 317, Richmond 351, El Segundo; Richmond Carpenters Local 642; International Brotherhood of Electrical Workers Contra Costa County Local 302; Teamsters Locals 315, Contra Costa County and 986, Los Angeles; and Operating Engineers Local 12, Los Angeles.

## Report of International President



by Paul Hall

As 1966 draws to a close, the legislative battle waged by the SIU to have the Maritime Administration removed from the new Department of Transportation and set up as an independent agency stands out clearly as one of the most important of the many moves we have undertaken to breath some new life into the American maritime industry.

Part of that fight has already been successful. Before creating the new Transportation Department, the 89th Congress removed MARAD from its jurisdiction. Legislation still pending before the new Congress calls for the establishment of MARAD as an independent agency, and the SIU will continue to press for passage of this legislation.

The importance of the SIU struggle to have MARAD removed from the Transportation Department has already been demonstrated by the appointment of Alan S. Boyd to head the new department. The controversial Boyd Report, which has been rejected by U.S. maritime labor, proves beyond a doubt that Boyd does not understand the problems being faced by the nation's maritime industry and is not in sympathy with the preservation of a strong maritime industry as an important factor in the nation's commercial and military strength.

This important struggle is however just one of many which the SIU has waged in the past and will continue to wage in the future to insure that the best interests of the U.S. maritime industry are represented on the highest legislative and administrative levels of government. The SIU will continue its insistence that the provisions of the 1936 Merchant Marine Act be adhered to and will maintain strict vigilance over any infraction of those provisions—including the Cargo Preference and 50-50 Laws.

The SIU views its role in these matters as two-fold. First we must carefully protect that to which maritime labor is entitled to under laws presently on the books. This often involves seeing to it that the intent of the laws is not circumvented through administrative interpretation of the language of the laws.

Secondly, and possibly most importantly, the SIU will continually press for additional legislation reform leading to the rejuvenation and upgrading of the entire industry. Our goal is a fleet of modern merchant vessels adequate to meet all the commercial and defense needs of the nation, manned by American seamen. We will not cease our efforts and we will not be swayed from our purpose until this goal is achieved.

Encouraged by the strong showing made by conservative candidates in several state legislatures during the recent elections, the National Right to Work Committee is mounting a new drive to outlaw the union shop in these states.

In several states, including some which have already voted on and rejected so-called "right-to-work" legislation in the past, coalitions are being formed of conservatives, radical right groups, Chambers of Commerce and Farm Bureaus. Opponents of the union shop are getting their heads together for another all-out assault on this basic right of labor in such states as Oklahoma, Idaho, New Mexico, Montana and Delaware.

With probably unwarranted optimism, they are even eyeing big industrial states where labor is strong such as California, New York, Pennsylvania, Illinois, Massachusetts and Missouri.

The "right-to-work" forces are determined, well organized and willing to spend freely from the huge war chest at their disposal. As in the past, they can be depended upon to use every trick in the book to grind their anti-labor axe.

No matter what new slogans or gimmicks the anti-labor forces dream up to make "right-to-work" laws seem palatable to the voters, such laws remain what they always have been—a means by which employers can increase their profits by weakening labor unions to the point where they can bring back the low wages, poor working conditions and insecurity which the American labor movement's struggles made a thing of the past.

## Strikers' Wives Do Their Bit



While their husbands manned picket lines, wives of striking Baltimore SIU Boatmen wrapped Christmas presents for presentation to children of striking IBU members who attended Christmas party. For latest developments in the tug strike see story on page 5.

### SEAFARERS LOG

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Thomas W. (Teddy) Gleason, President of the ILA and Chairman of MTD Legislative Committee, calls Department's special legislative conference to order. At right is MTD President Paul Hall.

Ford, Garmatz Vow Fight to Strengthen Maritime

# Independent Agency No. 1 Goal in '67, MTD Legislative Conference Agrees

WASHINGTON, Dec. 20—The creation of an independent maritime agency to strengthen U.S. shipping emerged as the number one objective of all industry segments represented at the AFL-CIO Maritime Trades Department's special legislative conference held here today. More than 300 representatives from labor and management in every type of shipping and allied activity on all coasts and the Great Lakes, and government agencies attended the day-long session.

Strong support for the Department's legislative program to achieve the independent agency and an effective national maritime policy in the forthcoming Congress was pledged by key Congressional figures, including House minority leader Gerald R. Ford (R-Mich.) and House Merchant Marine Committee chairman Edward Garmatz (D-Md.).

Thomas (Teddy) Gleason, president of the International Longshoremen's Association and chairman of the MTD's maritime legislative committee, chaired the conference. The MTD is composed of 34 unions whose total membership is approximately 7 million members, 700,000 of whom work in shipping and allied fields.

Rep. Ford assured the conference participants that Republicans in the House would "continue to

American merchant marine and said the Republicans would help "rescue it from the Administration's sea of inefficiency, delay and waste."

Ford said that the fact that the U.S. has only some 900 vessels, two-thirds of which are obsolete, carrying less than nine per cent of our commerce, coupled with the fact that the Russians, Scandinavians and Japanese are "out-building and out-trading us for cargoes is disgraceful. We can no longer call ourselves a maritime nation," he said.

Ford reminded the conference that the House Republican Policy Committee has endorsed the concept "of an independent maritime administration, free to grow as an entity, free of Commerce Department domination." He added that "we are committed to the development of a broader, stronger merchant fleet."

Rep. Garmatz said that his House Merchant Marine Committee would reintroduce a bill to establish an independent maritime agency and another which would give Congress a chance to study the adequacy of maritime budget requests before appropriations are fixed.

Garmatz, who led the successful fight in the House in the last session to keep the Maritime Administration out of the new Department of Transportation, said that this was "merely a victory in a battle, and the war is far from won."

The ranking Republican member of the House Merchant Marine Committee, Rep. William Mailliard of California, and Rep. Thomas Pelly (R-Wash.), both strong proponents of strong U.S. shipping and shipbuilding industries, spoke of the bi-partisan determination in the committee to create an independent maritime administration and to develop an

effective merchant marine.

Ralph Casey, president of the American Merchant Marine Institute, said that introduction of the two bills mentioned by Rep. Garmatz "was an indispensable first step toward changing the present order of things."



Rep. Edward Garmatz

Sustained support for the merchant marine and Congressional action to "get more U.S.-flag ships in the water" through adequate appropriations was urged as essential by Archibald E. King, chairman of the American Maritime Association, and president of Isthmian Lines.

MTD President Paul Hall expressed the Department's appreciation to all who had attended the conference, and noted the cross-section of industry representation. He said that because of the unified purpose and action, "we are awakening interest in the needs of the industry in a way that the industry has never before been able to." Hall said that "the fight to keep the Maritime Administration out of the Transportation Department was a defensive fight to preserve the ground on which we stand," but that we must now push forward to achieve our objectives.

Hall expressed the "hope that the Administration will take a good look at the problems and issues discussed here. Obviously the Administration is not properly informed or it wouldn't have taken the steps that it did." He noted that maritime labor and management, and the legislature, have demonstrated that they are in total accord, but that the Executive branch denies them the opportunity and right to get their views properly presented.

MTD Executive Secretary Peter McGavin announced details of a stepped-up program of activity by the Department, including weekly legislative meetings and monthly maritime seminars.

Others who addressed the conference were Edwin Hood, president of the Shipbuilders Council of America; Page Groton, director of the Boilermakers Iron Shipbuilders Council; Andrew Biemiller, AFL-CIO legislative director; Jay Clark, president of the Committee of American Steamship Lines; Richard Kurrus, general counsel to the American Tramp Shipowners Association; and Marvin Cole, general counsel to the Committee of American Tanker Owners.

## 112th Seafarer Passes CG Exam for Engineer's License

Four more Seafarers have passed the U.S. Coast Guard examinations and have been issued their engineer's licenses after attending the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. A total of 112 Seafarers have now received engineer's licenses as a result of the joint program.

The newly-licensed engineers are sailing or about to sail in engineer's berths aboard American-flag ships.

Those SIU men who passed their Coast Guard examinations this week and were licensed as Third Assistant Engineers were:



Mitchell Nielsen

or Original Second Engineer's licenses in either steam or motor vessel classifications.

SIU engine department men who have the necessary requirements and who want to enroll in the school can obtain additional information and apply for the course at any SIU hall or write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York, 11232. The telephone number is HYacinth 9-6600.



Rep. Gerald Ford

support measures which will revive the merchant marine and keep a rejuvenated merchant marine strong and growing." The House minority leader deplored the continuing shrinkage of the



Jernigan Mendez

Partha Jernigan, 42, who joined the Union in 1947 and sailed as an oiler, FWT and junior engineer.

Hector Mendez, 35, who was born in Colombia and joined the Union in New Orleans. He has been sailing as a pumpman, oiler and FWT.

The newly licensed Second Assistant Engineers are:

Walter W. Mitchell, 41, who has been a member of the SIU since 1953 and has sailed as an oiler and FWT.

Sigwart Nielsen, 60, who has been a member of the SIU for 18 years.

Seafarers who enroll in the program are eligible to apply for any of the upgrading courses offered at the Engineers School if they are 19 years of age or older and have 18 months of QMED watch standing time in the engine department plus six months' experience as wiper or equivalent.

The joint SIU-MEBA District 2 upgrading school offers Seafarers and Engineers qualified instruction in preparing for their Third Assistant Engineer, Temporary Third Assistant Engineer



Partial view of MTD Legislative Conference held in Washington attended by more than 300 representatives from maritime labor and management and government agencies. Peter McGavin, the MTD Executive Secretary-Treasurer is reporting to session on the Department's expanded activities.

# 'Apprentice Engineer' Rating, Threat To Seamen's Jobs, Approved by C.G.

WASHINGTON — Admiral Willard J. Smith, Coast Guard commandant, announced on Dec. 8 his approval of proposed regulations to establish a rating of "apprentice engineer." At the same time Admiral Smith accepted completion of an additional type of approved training program as qualifying experience for an original third assistant engineer's license.

The apprentice engineer proposal had been initiated by MEBA on the grounds that it would help meet the needs of the Viet Nam crisis. The program calls for one year of classroom training and one year of shipboard work before a man could sit for an original third assistant engineer's license.

The Coast Guard announcement followed hearings held last month on the apprentice engineer proposal, which was supported by the National Maritime Union, the Steelworkers Union and the Masters, Mates and Pilots. The Seafarers International Union of North America and its affiliated seagoing unions, and MEBA District 2 opposed the proposal.

In announcing approval of the apprentice engineer plan, the Coast Guard said the rating would

not be required by Coast Guard certificates of inspection, but that should the owner of a vessel "request that an apprentice engineer be included in the manning of the particular vessel, these regulations now permit a man holding such endorsement to be signed on shipping articles."

The SIU, which was represented at the hearings by President Paul Hall, Vice-President William Jordan, who also heads the AIU-affiliated Marine Firemen's Union, and SIU Great Lakes District Secretary-Treasurer Fred Farnen, objected to the establishment of an apprentice engineer rating as a threat to the jobs of unlicensed American seamen, particularly those of engine room personnel, and to the jurisdiction of unlicensed unions.

The SIU cited its successful joint program with MEBA District 2 which has produced well over 100 new engineers since it began functioning earlier this year, as well as upgrading approximately 50 licensed engineers in the same period. Under the apprentice engineer plan it would take a minimum of two years to provide engineers.

MEBA District 2 maintained that its engineer training program,

jointly-sponsored with the SIU, was the best and most effective method of meeting the licensed engineer shortage.

The SIU concern over the apprentice rating was based on the view that any tampering with the ship personnel structure was an obvious threat to the security of unlicensed in general and of engine room men in particular.

SIU President Paul Hall said that the Coast Guard ruling put the agency in the position of creating jurisdictional disputes. He stressed that "unlicensed seamen cannot surrender any of the job and jurisdictional rights which they have struggled so long and so hard to obtain."

## U.S. Seeks Site For New Ocean Research Center

WASHINGTON — The new Environmental Science Services Administration of the federal government is scouting up and down the East Coast seeking a site for its proposed multi-million dollar oceanographic center.

The ESSA is a new government agency combining weather, coast and geodetic survey and other related bureaus such as sea research. Sites under consideration range from Maine to Florida, including Maryland, South Carolina, New York, Massachusetts and Pennsylvania.

The proposed oceanographic center will also serve as home base for at least two oceanographic vessels, making the availability of shipyard and ship repair facilities a prime consideration in the selection of the eventual site. Another important consideration for locating the new center is the availability of other research facilities.

The center will be part of the Institute for Oceanography, which conducts research programs on the physical characteristics of the global ocean, the sea floor, and of the interaction among sea, land and atmosphere.

Construction of the center which will employ more than 300 people on its research staff, will represent a substantial increase in ocean research facilities available to U.S. scientists. In recent years many nations, including the Soviet Union, have been stepping up their investigations of the world's oceans as a source of food, minerals, power and other resources necessary to sustain continuing population and industrial expansion.



by Fred Farnen, Secretary-Treasurer, Great Lakes

From Duluth to Chicago, from Detroit to Montreal, sailors were talking about the sinking of the **Daniel J. Morrell**. The 60-year-old ore carrier, owned by Bethlehem Steel Corp., broke in two and sank off Harbor Beach on November 29th, taking the lives of all but one crewmember. This latest tragedy recalls to our minds the sinking of the **Carl Bradley** in storm-swept Lake Michigan on November 18, 1958. We wonder sometimes if the Coast Guard is really doing its job in carrying out the safety standards under the laws governing marine inspection. Immediately after the sinking of the Morrell, several ships were inspected for cracks in their hulls. One of them, the **Edward Y. Townsend**, sistership of the Morrell, had her certificate removed for being unseaworthy.

The Coast Guard appears too lenient in its issuing of certificates. Take the case of the 44-year-old **MV John A. Kling** and the 50-year-old **MV Raymond Reiss**. Both of these vessels were coal burners and when converted to diesel, the Coast Guard reclassified them "automated ships." At the request of the company, the Coast Guard issued manning certificates reducing the engine room compliment to merely one unlicensed crew member.

The **Daniel J. Morrell** was a typical Lakes freighter, carrying a crew of thirty-three, twenty-four of whom were unlicensed seamen. On most Lake freighters the forward end, or deck department, consisting of 12 unlicensed men, has living quarters located in the forward part, or bow section of the vessel. The engine department and steward's department live in the after section or stern end of the vessel, the same location as

the lifeboats. Of the 12 men in the deck department, 65 percent must be Able Seamen and must have passed a test as a "qualified lifeboatman." When the Morrell broke in two, the Able Seamen were cut off from the lifeboats. No doubt this is one of the reasons why no boats were lowered into the water. The lone survivor was quoted as saying he saw some crew members trying to lower the lifeboats. However, if these men were not "qualified lifeboatmen," it would be extremely difficult, even under good conditions, for them to lower any lifeboat. The Coast Guard fails to take into consideration, when issuing manning certificates, the fact that safety standards are lowered when the size of a crew is so drastically reduced.

### SIU WELFARE, VACATION PLANS

October 1 - October 31, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	4,761	\$ 49,413.96
Death Benefits	28	63,478.41
Disability Benefits	905	135,750.00
Maternity Benefits	28	5,442.70
Dependent Benefits	458	92,546.54
Optical Benefits	513	7,676.67
Out-Patient Benefits	3,479	23,512.00
Vacation Benefits	1,377	598,447.55
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD</b>	<b>11,549</b>	<b>\$976,267.83</b>

## The Atlantic Coast



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

The tragic sinking of the ore carrier **Daniel J. Morrell** on Lake Huron, which took with it the lives of 28 seamen, is yet another such episode which points to the growing necessity for greater ship safety measures. The Great Lakes storm, which badly buffeted the **Daniel J. Morrell** until it split, churned up 65-mile-an-hour winds and 25-foot waves. Since conditions such as these have long been a menace to shipping on the Lakes, ships using those waterways need communications and safety devices of a special nature. Since vigilance aboard ship is vital, it would be particularly foolish to decrease manpower on these vessels, for that would merely increase the safety hazard.

One positive note can be seen in the marine board of inquiry investigating the Morrell incident. Already a number of suggestions have been brought forth on how shipping on the Great Lakes might be made safer.

### New York

Headquarters is decorated with Christmas decorations from top to bottom and a lot of Seafarers have been by to see one another and to share in the spirit of the season. **Manuel Caldas** checked the boards for a chief steward's position recently. Manuel is an SIU veteran of 24 years whose last ship was the **Gateway City**. **Nick Nomikos** also has served 24 years in the SIU. Nick now sails as chief steward and last sailed in that capacity aboard the **San Juan**. **Joe Sullivan** serves up chow as a cook in the steward department, which he's been a part of for 23 years. Joe's last vessel was the **San Francisco**. Also by the hall lately was **James Martin**, a Seafarer for 20 years, who sails FOW. His last vessel was the **Steel Vendor**.

### Norfolk

**Will Beasley**, a 14-year Seafarer whose last ship was the **Lucille Bloomfield** on the Viet Nam run, says he had a good payoff with all overtime settled in good fashion by **Harvey Mumford**. Will plans to ship out again right after the holidays.

**Walter Butterton**, 20 years with the SIU, last shipped on the **Duval** to North Africa. Walt served her a solid 2 years as bos'n so is staying on the beach until February to enjoy a well-earned vacation.

**William Grimes**, who last shipped on the **Transyork** on the Viet Nam run, has been a patient at the USPHS hospital, Norfolk.

**Wilfred Lachance** also returned recently from a voyage to Viet Nam as electrician aboard the **Malden Victory**. Wilfred, who is staying home for the holidays, will take any run after the first of the year.

Shipping has been very good in Norfolk, improved over the previous period, with 3 payoffs, 2 sign ons, and 4 ships in transit. The outlook for the immediate future is also good.

### Philadelphia

Shipping out of the City of Brotherly Love has been fairly good this past period and more of the same is hoped for.

**Comas Knight** is an eager beaver, having registered and being all ready to ship before the holidays. Comas sails as an oiler.

**Robert Holt** is registered too, but will be ready to go after the holidays have passed. Bob, who sailed as bosun, last shipped on the **Producer**.

**Joseph "Red" Townsend** had some bad luck for a while but his fellow Seafarers are glad to see him registered to ship again after he spent a long time on the beach due to illness. Now FFD, Red is going to wait for a job on the **Petrochem** as an AB.

**Ed Kresz** was by the hall re-

cently to see some old friends and to register for a deck dept. slot on the first long trip to hit the boards.

### Baltimore

Shipping out of the Port of Baltimore this past period has been good, with 5 pay offs, 5 sign ons, and 7 ships in transit. Prospects for the next two weeks look very good, too.

A number of Seafarers have been by the hall recently to check the boards and chat with some of their fellow Seafarers.

**Richard M. Harp** is waiting for another run to the Far East after sailing in the steward department aboard the **Hastings** for 10 months. He's a veteran of 20 years at sea. **Hosea N. McBride** just accepted the chief cook's slot aboard the **Marymar**. Hosea's been sailing since 1946. **Coley F. Crockett**, having just paid off the **Raphael Semmes**, has acquired enough seetime to take life a little easy after sailing in the deck department for 20 years. Coley's grateful to the union for everything it's done for him during that time and is looking forward to a pleasant retirement.

### Boston

Shipping out of Beantown has picked up a bit this period and it is expected to remain at a fair level during the coming one. We've had the pleasure of seeing a number of veteran Seafarers about the hall recently. Among them was **George Hubner**, 25 years in the SIU, who last shipped on the **CS Miami** as AB. George recently spent a little time with his family in Maine and is now ready to go and is looking forward to a long run. **William Blakeley**, also SIU for a quarter of a century, sails in the engine department as FWT. Bill was home for a while, due to illness in the family, but is now down at the hall looking for the first job to hit the board. **Edward O'Connell** of the deck department was by to see some buddies. Ed, who has been SIU for 23 years, spent some time at home with his family. He's eager now for seetime and some money to pay his Christmas bills.

## Mrs. Cruikshank Dies in Washington

Mrs. Florence C. Cruikshank, wife of Nelson H. Cruikshank, who retired last year as director of the AFL-CIO Dept. of Social Security, died in Washington after a short illness.

Cruikshank had sailed as a member of the SIU's Great Lakes District.

Also surviving are a daughter, Mrs. Alice M. Hoffman; two brothers, Theodore A. Crane and James B. Crane, and three grandchildren. Interment was private, with a memorial service to be held at a later date.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Judge James C. Gulotta of The Orleans Parish Juvenile Court received the 5th annual Community Service Award of the Greater New Orleans AFL-CIO at the organization's Annual Christmas Party on December 22 at the SIU New Orleans hall. The award is based on an outstanding record of achievement in the area of community service.

Judge Gulotta is a member of the board of directors of the Orleans Neighborhood Center and of the Social Welfare Planning Council. He is also a member of the Association for Retarded Children, chairman of the Pelican Boys State Program of the American Legion, City of New Orleans Mayor's Youth Study Committee, and has been appointed by the Governor to the Louisiana Advisory Council on Research Centers and Construction of Facilities for Mentally Retarded.

Judge Gulotta received his Bachelor of Arts degree in 1947 from Tulane University and his LL.B degree in 1949 from Tulane. He is now instructor of a course in law and social work at the Tulane University School of Social Work.

### New Orleans

Vincent J. Fitzgerald of the steward dept. has been lounging in the hall, regaling old friends with sea stories of his last voyage. Fitzgerald recently made a four month trip to Saigon on the *Ocean Evelyn* as pantryman. Fitz is ready to sail now "on anything that floats." Seafarer **George Liebers**, crew cook on the *Del Norte* for the last couple of months, was in the hall admiring the Christmas decorations. He is now waiting

## SIU Boatmen's Strike Continues In Baltimore

BALTIMORE—The SIU-Inland Boatmen Union strike against three Baltimore tugboat companies has entered its eleventh week.

The union's major demand is for a contract equivalent to the one enjoyed by the IBU in Philadelphia which provides for a 24-hour notice before layoff and the placement of one cook aboard each tugboat.

While negotiations for a while were at a complete halt, both sides now are conducting periodic bargaining sessions.

Baltimore's Mayor Theodore R. McKeldin recently summoned both the union and the companies to city hall in order to discuss the situation with the Maryland Port Authority.

The Mayor did not act as an arbitrator but he received permission from both parties to have Dr. Leon Sachs sit in as an observer. Dr. Sachs has served for 25 years as permanent arbitrator for the ILGWU and the Amalgamated Clothing Workers.

On Saturday, December 17, 200 strikers along with their wives and children held a day-long Christmas party featuring musicians, magicians, entertainment and food. The festivities were sponsored by the Baltimore Port Council of the Maritime Trades Department.

for the *Del Santos*. Also waiting for the *Del Santos* is **Robert Kennedy**. Recently on the *Del Sol*, he sailed as a bedroom steward. **Raymond Lewis** wants to wait until after Christmas before looking for a job. Lewis finished a trip recently on the *Halcyon Panther* and is now going to take it



Johns

Perry

easy for awhile on vacation pay. Chief Steward **Clyde (Whitey) Lanier** completed a long trip on the *Del Sud* and is looking forward to some time on the beach. Whitey wants to be home with the family and his many friends during the holiday season.

### Mobile

Shipping has been on the slow bell while the beach remains small. Laid up for a while is the *Alcoa Roamer*.

**Robert Broadus**, piling off the *Alcoa Voyager* where he served as AB for the past few months, is currently registered but biding his time before looking for another billet. Last on the *Alice Brown*, **William D. Johns** is relaxing on the beach with his family. Johns recently completed a four month trip to Viet Nam. He intends to spend some beach time at home in Clanton, Alabama.

**Murry Wilkerson** plans to rustle up a couple of deer before the season closes and before he begins to scan the board again. Murry is back at his home in Creola, Alabama, after a fast, hundred day trip to the Far East on the *Loma Victory*. **Dawson Perry** recently underwent a hernia operation and is now convalescing. His last ship was the *Roswell Victory*. Dawson has shipped steward dept. for the last twenty years out of Gulf ports.

Off the *Alcoa Commander* on which he had been bosun for the last six months is **Frederick Johnson** who has given up the bauxite run for the warm, but slightly brisk, Mobile winter beach.

### Houston

**John Fediw**, a deck man for many years, is eyeing the shipping board for a vessel heading to South America. John is justly proud of passing his Coast Guard test for a new AB ticket. Seafarer **John D. Moore** got off the *Del Mundo* after five months to be home with his family for the Christmas holidays. Moore said that his vacation check will really come in handy to take care of Santa Claus. **Mack Fortnes**, having a run of bad luck, had to leave the *Keva Ideal* with a not fit for duty slip. All his friends wish him a speedy recovery.

## Report Urges Enforcement of Reforms

# Presidential Panel Charges Industry With 'Confusion, Deception, Fraud'

WASHINGTON—American consumers often fail to get their money's worth in the marketplace because of "confusion and ignorance, some deception and even fraud," according to a report by the Consumer Advisory Council to President Johnson, whose release has been unexplainedly delayed for over six months following its completion last June, at which time it was submitted to the President.

In the just-released report, the consumer panel proposes broad reforms in a number of areas, including the automobile industry, health care, borrowing and credit, and home maintenance and repairs.

By a 9 to 3 vote the 12-member panel urged the creation of a new Department of Consumers to protect the public interest against the abuses they cite.

No reasons were given for the long delay in releasing the report, but there was speculation that it might have been held up because its sharp criticism of business practices could have angered American business interests. It was also

felt that the President's busy schedule may have been responsible for the delay in releasing the report.

Highlights of recommendations made by the panel following its year-long study include:

• **The automobile industry.**—Many of the auto safety recommendations made by the panel have already been put into effect by Congress earlier this year despite strenuous protests from the industry. However the panel called for a complete study of warranties and guarantees covering new and used cars to make sure that consumers know what they are really getting.

The report leveled heavy criticism at automobile advertising, saying:

"If as much money were spent

on consumer information about construction durability and safety features as the automobile manufacturers now spend on advertising other, more subjective features of their products, competition in the automobile market might be operating along somewhat different lines than is now the case."

• **Health services and care.**—The report called for Federal encouragement of group practice arrangements by doctors, and the elimination of duplication and fragmentation of health services under piecemeal arrangements. The panel also urged "more effective training and use of allied and middle-professional health personnel, thereby freeing physicians, dentists and other professionals to do the tasks for which they were trained."

## Millions Still Live at Poverty Level In Spite of General U. S. Affluence

BENEATH the chrome-plated facade of affluence that America reflects lie the pitted scars of poverty. This shiny facade of affluence is the image presented to the rest of the world. All too often, the same image lulls more fortunate Americans, isolated in their middle class enclaves, into forgetting the plight of less fortunate citizens.

Of the 47 million families in the U.S., 9.3 million—one-fifth of the total—earn less than \$3,000 a year. Five million of these live in cities, 4.3 million live in the south, 6 million have a family head with less than a 9th grade education, 2 million are non-white (a percentage far higher than the non-white percentage of over-all population), 2.3 million have a woman as family head, and 3.2 million have a family head over 65.

In total numbers, there are 35 million who are part of families earning less than \$3,000. The \$3,000 figure is used only because, in statistics, there has to be a cut-off somewhere. Include those who hover just above the official poverty level and you come up with some 50 million members of poor families in the United States. Twenty-two million are children.

Poverty is pervasive. It's in the cities and on the farms, the mountainsides of Appalachia and the dead one-industry towns of southern Illinois. It's in the rat-ridden flats of urban slums and the tumble-down shacks of rural slums.

Are the poor the shiftless wretches many opponents of the war on poverty picture them to be? Not at all. Fifty-two percent of the heads of poor families work full-time. Sixty-four percent work at least part-time.

And what about the non-working poor? Aren't they squeezing too much out of us good taxpayers already?

According to the President's Council of Economic Advisors, only one-fifth of the 35 million "official" poor receive any public assistance payments at all, federal, state or local. Those who do receive assistance, the Council said, "do not receive enough to enable them to live at even a minimal income level." The average welfare payment for a family with three children is \$1.15 a day per person for food, shelter, clothing and all other necessities.

These, then, are the poor. But no statistics can impart the reality of their lives. Figures

only hint at the cruelty of the condition and the massive size of the problem.

The facts show that the war on poverty can be won. In only two years, important ground has been gained. Millions of poor have been given the skills, the services, the education and—most of all—the hope and the opportunity they need to improve their circumstances.

Following are the statistics of the fight to eradicate poverty in America:

• More than eight million poor have been served by one or another of the agencies engaged in the war on poverty.

• Poverty programs have operated in 2,791 of the 3,132 counties in the U.S.

• Nearly 1,000 Community Action Programs—the heart of the war on poverty—are functioning and reach into areas where 70 percent of the nation's poor live.

• The anti-poverty program provided work and training opportunities for over 600,000 poor in 1966, with 365,000 in the Neighborhood Youth Corps alone.

It has established 172 legal services projects in cities and villages, on Indian reservations, and in migrant camps. These legal service programs are now available to 700,000 poor families. Thirty-seven of the 50 largest cities have received legal services grants.

Operation Head Start, the first national child development program, has reached over half-a-million poor children and their families in each of the past two summers, and another 200,000 during the regular school year.

The war on poverty has recruited the largest army of part and full-time volunteer Americans in peacetime history. In Head Start alone, more than 100,000 people have donated time and talent.

More than 3,000 VISTA workers (Volunteers in Service to America) have been recruited, trained and put to work in small neighborhoods.

There are more than 600 neighborhood social service centers, of which 360 are urban multi-purpose centers where a range of services is available to meet the total needs of the poor.

The 90th Congress will convene shortly. It is hoped that the new Congress will follow in the footsteps of the 89th Congress, and continue to wage the war on poverty wherever it exists.

## Calif. High School Textbooks Distort Image of U. S. Labor, Study Finds

LOS ANGELES—Textbooks used by high school students here give a distorted and unfavorable view of the American labor movement, a study conducted at the University of California at Los Angeles concludes.

The study, which confirms charges made by the Los Angeles County AFL-CIO, was made by Will Scoggins, teacher and staff member of UCLA's Institute of Industrial Relations. He and other researchers studied 70 textbooks with 115 editions.

A series of topics was selected by the researchers, and each textbook was studied to find how the topics were treated.

For example, on the issue of strikes, "in virtually every textbook analyzed, the emphasis on violence is extremely pronounced..."

Without explaining the cause of the strike or possible provocative actions by management or government, one typical text described the Pullman strike of 1894 by saying:

"When violence broke out during the strike, President Cleveland (over the protests of Governor Altgeld) sent federal troops to restore order, safeguard the mail, and protect interstate commerce."

In the same text (West's Story of Our Country, the author says

that "in many ways the workers suffer more from a strike than anyone else (and) strikes are a wasteful way of settling disputes, as war is a wasteful way of settling quarrels between nations."

Most of the texts, Scoggins said, fail to show that often troubled relations between management and labor is a part of industrial democracy and that the strike is an indispensable part of a free society.

Organized labor was the prime advocate in the country for the public school system, he says, but most texts use the "great man" theory of history, ignore labor's role in creating the public school system and credit Horace Mann with almost single handedly founding the system.

There is little to indicate in any historical area in the texts that "collective action or mass pressure may have often forced the 'great man' to act in a manner which is now considered great to keep his elected office," the study contends.

There are other drawbacks to the books, Scoggins found.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District December 2 to December 15, 1966

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	12	1	11	3	0	14	1
New York	106	42	52	27	20	259	72
Philadelphia	13	6	6	1	8	26	13
Baltimore	31	12	22	10	6	118	23
Norfolk	7	9	4	9	3	30	14
Jacksonville	15	14	4	12	10	17	8
Tampa	7	2	9	4	0	10	6
Mobile	23	8	13	8	4	88	14
New Orleans	62	38	35	10	12	178	102
Houston	43	26	23	18	9	177	109
Wilmington	25	6	10	6	24	37	0
San Francisco	18	22	30	12	51	63	11
Seattle	21	12	13	5	25	50	8
<b>Totals</b>	<b>383</b>	<b>198</b>	<b>232</b>	<b>125</b>	<b>172</b>	<b>1,067</b>	<b>381</b>

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	3	6	2	2	6	2
New York	81	39	28	19	33	305	68
Philadelphia	7	6	3	2	5	14	6
Baltimore	20	22	16	17	8	85	35
Norfolk	1	6	4	4	8	13	7
Jacksonville	10	5	4	9	7	8	3
Tampa	6	0	5	4	4	10	1
Mobile	27	11	11	11	8	55	10
New Orleans	36	36	20	31	6	92	72
Houston	18	31	16	26	12	144	118
Wilmington	14	3	8	2	20	18	0
San Francisco	18	19	32	20	55	38	2
Seattle	18	14	4	6	14	19	7
<b>Totals</b>	<b>262</b>	<b>195</b>	<b>157</b>	<b>153</b>	<b>182</b>	<b>807</b>	<b>331</b>

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1	2	3	3	10	1
New York	58	15	41	3	18	147	25
Philadelphia	12	5	6	2	4	19	8
Baltimore	24	14	13	12	5	60	35
Norfolk	6	10	6	6	8	14	25
Jacksonville	6	2	4	2	3	6	3
Tampa	3	1	8	5	3	6	2
Mobile	15	12	8	5	6	52	15
New Orleans	46	33	27	15	23	123	65
Houston	26	14	8	12	9	103	57
Wilmington	6	0	4	0	19	22	0
San Francisco	25	5	23	6	68	43	14
Seattle	19	3	13	13	15	23	2
<b>Totals</b>	<b>246</b>	<b>115</b>	<b>163</b>	<b>84</b>	<b>184</b>	<b>628</b>	<b>252</b>

### Oceanographers Score Pollution of Lakes

# Human, Industrial Pollution Making Great Lakes Old Before Their Time

When European explorers of North America first saw the Great Lakes, they were cold, clear, deep and extremely pure. Such is no longer the case. Pollution of the waters of the Great Lakes has taken its toll.

In recent times, many economists have believed that the Great Lakes region was likely to become the fastest-growing region of the United States because of the superabundance of water.

"Unfortunately, the forecast is now troubled by a large question mark," write oceanographers Charles F. Powers and Andrew Robertson in the current issue of Scientific American. "Viability of this great water resource is by no means assured."

**Lakes Have Life Cycles**  
Every lake eventually becomes extinct through natural and physical biological processes.

But pollution is accelerating these processes in the Great Lakes, the greatest reservoir of fresh water on Earth.

The two University of Michigan oceanographers contend that in less than 150 years man has brought about changes in the Great Lakes that probably would have taken many centuries under natural conditions.

"No doubt the Great Lakes will be here for a long time to come," the scientists say. "They are not likely to dry up in the foreseeable future. But it will be a tragic irony if one day we have to look out over their vast waters and reflect bitterly, with the Ancient Mariner, that there is not a drop to drink."

**Encourages Plant Life**  
Pollution does more than render water unclean. It also speeds up degeneration by encouraging the growth of plant life that adds to the accumulation of bottom deposits. Eventually the lake, however deep, is entirely filled with silt from its tributaries and with plant debris.

As streams bring in nutrients, such as phosphorus and nitrogen, plant and animal organisms arise. Over thousands of years, organic deposits pile up on the lake bottom. The lake becomes smaller and shallower. Its water becomes warmer. Plants take root in the bottom and gradually take over more and more space.

Eventually, the lake becomes a marsh, is overrun by vegetation from surrounding areas and thus disappears.

A dramatic example of this, scientists say, is Lake Zurich in Switzerland. Its lower basin has gone from youth to old age in less than a century.

**Youth, Maturity, Old Age**  
Similar rapid aging has been seen in Lake Washington, Seattle, and the Yahara lake chain in Wisconsin. Lake Erie, most polluted of the Great Lakes, has spectacular growths of floating algae, a certain sign of advance age. Its volume of water is now too small to dilute the pollutants effectively.

"In addition to Lake Erie, the southern end of Lake Michigan has become seriously polluted," the scientists said. The main discharge into Lake Michigan comes from the large industrial complexes on the southern shores.

Apart from the southern end, most of the water of Lake Michigan is still of reasonably good quality, the scientists note.

## THE INQUIRING SEAFARER

**QUESTION:** Do you think it important for man to get to the moon?

**Walter Dunn:** No. I really don't see any reason for man going to the moon. All that money spent trying could be used better attempting to get some place on earth. We desperately need better schools, better housing facilities, and better law enforcement. We could wipe out poverty if they would spend all that money on the poor.



**Charles Burns:** Yes. We have to in the interest of national defense.

Sure, curiosity plays a big part also. We all would like to know just what's up there. We'll be on the moon soon, for sure, perhaps as early as 1970. Eventually, but not in my generation I think that we'll be exploring Mars and Venus. We'll have to let our children pioneer that space aspect.



**Eugene Stanton:** In one sense I would have to say yes. If we seriously want to go out into space, the moon will have to be developed as a way station. We might even find new forms of life up there we don't know about. However, I think that we could go a little slower on the money spending end.



**Leon J. Webb:** They can go to the moon if they want, but they shouldn't be so free with taxpayer money. It can be done through private enterprise if they want to do it badly enough. Perhaps in ten years they'll have men walking around even living there. Eventually, you'll have Seafarers in space. They're a natural to switch to space cruising.



**Sam Hurst:** Sure, I think we ought to go just to see what's up there. The natural curiosity of man is the main drive behind going to the moon. I believe we should beat the Russians up there for many reasons, partly as a matter of pride and also for strategic military purposes. And I might add that I am sure that we will be first.



**Lanny Lebet:** Whoever controls the moon controls the world. That's why it's important for the U.S. to be there first. Therefore the Government should spend as much money as is necessary. It's important for this country and maybe for the entire free world. We couldn't trust another country controlling the moon.



# AFL-CIO Challenges License Of Ohio Radio Station

The AFL-CIO has challenged the fitness of an Ohio radio station to retain its license as a result of its refusal to correct inaccuracies in a series of critical editorials or to allow the federation air time in which to reply.

In a complaint to the Federal Communications Commission, the AFL-CIO charged radio station WMRN, Marion, O., with flagrant violations of the government's "fairness doctrine" in denying a "discussion of conflicting views on an issue of public importance" and for failure to give the AFL-CIO an opportunity to reply to personal attacks.

The complaint climaxed a two-month-long exchange during which the AFL-CIO sought to prove by documentary evidence that editorial statements critical of the federation were based on misinterpretations. Each attempt to correct the record was rejected, the federation charged, only to be followed by another editorial more critical of organized labor and AFL-CIO leadership.

The complaint asked that an FCC hearing be held to consider revoking or not renewing the station's license when it expires on Oct. 1, 1967. The letter to the FCC was signed by AFL-CIO Public Relations Director Albert J. Zack.

The dispute began on Aug. 14 when a station editorial claimed that Pres. George Meany had threatened Congress with political retaliation if airline anti-strike legislation were enacted. The editorial declared that when Meany urged Congress not to "pass legislation that you will regret for the rest of your lives" he was threatening the constitutional rights of freely elected representatives. The editorial accused Meany and other union leaders of exercising "dictatorial power undeserved and unjustified in a free society."

The AFL-CIO responded by offering for the station's examination a transcript of the question-and-answer period which followed the Meany statement, in which he specifically ruled out political retaliation. Meany told reporters, the transcript showed, that his statement was a caution to Congress of the long-range effect such legislation could have on the nation and the threat it posed to our democratic structure.

The station ignored the documentation and the request that the "erroneous implication" be corrected. Instead, a second editorial was broadcast that repeated the charge and accused the AFL-CIO of speaking from "prejudiced interests."

The AFL-CIO again attempted to set the record straight and again was ignored. Two weeks later the station broadcast a third editorial assailing AFL-CIO personnel.

The editorial charged that the AFL-CIO's reaction to the editorials was typical of labor. "If you can't argue issues, attack the individual. If a congressman or senator votes contrary to what labor wants he is not granted the courtesy of having a mind of his own, principles and ethics of his own, he is supposed to do just what labor wants and that is all," the editorial declared.

At this point the AFL-CIO abandoned its plea for editorial corrections and asked that the station provide air time under the provisions of the "fairness doctrine" for a presentation of the federation reply. When the station failed to respond, the complaint was filed with the FCC.

The AFL-CIO bases its complaint on the "fairness doctrine" provision requiring that where organizations or individuals are attacked or controversial issues are aired, the station has an obligation to broadcast opposing opinions. The doctrine is based on the principle that the station owner has a public trust in using the airwaves and his license requires that he serve the entire public, not himself alone.

## LABOR ROUND-UP

An about-face by the Chicago City College System on terms for bargaining with the Cook County College Teachers Union sent 648 striking teachers back to their junior college classrooms after a three-day walkout on eight campuses. Local 1600 of the American Federation of Teachers agreed not to strike or disrupt classes for the system's 38,000 pupils so long as good faith bargaining continues. The College Board of Education withdrew its demands for a no-strike pledge and its refusal to negotiate a written contract. The board committed itself, in writing, to reach a collective bargaining contract and not to exact any reprisal of any sort against any faculty member, against any clerk or against any student who supported the strike.

The Clothing Workers have given \$100,000 and the Ladies Garment Workers \$50,000 for the relief of victims of the recent

floods that ravaged the Po and Arno River valleys in Italy, officers of the two unions announced. The ACWA gift was the union's second for the aid of Italian flood sufferers—in 1951 it raised \$30,000 for relief work when the Po valley was flooded. The ILGWU gift was presented by President Louis Stulberg to Italian Consul-General Vittorio Cordero di Montezemolo for transmission to President Giuseppe Saragat of Italy.

General increases totaling up to \$33 a week over a three-year period were won by the Washington-Baltimore Newspaper Guild in new contracts with the Washington Post, locally owned morning daily, and the afternoon Daily News, a Scripps-Howard newspaper. Minimum pay for experienced employes in key classifications will rise to \$233 a week—highest in any daily newspaper contract—at the Post, and to \$228 at the News.

## "Medic!"



## Domestic Cutback Poses Threat To Nation

Hints and predictions that the Administration is planning a massive cutback in Great Society programs because of the drain on the nation's resources caused by the conflict in Viet Nam again bring to the fore a question which has been brought up before but never truly resolved—whether or not the United States' economy can afford both the Viet Nam conflict and the war on poverty.

The nation can afford to continue both the war against Communist expansion abroad and the war against poverty at home. The truth is that the nation cannot afford not to continue the struggle against both evils.

Viet Nam war costs cannot be used as an excuse for abandoning important Great Society anti-poverty programs. Our produc-

tive capacity is immense and our already huge gross national product is expanding at a record pace. It is our duty to use this tremendous economic capacity to aid those, both at home and abroad, who most need our aid.

The anti-poverty programs were initiated because of staggering inequities that became increasingly evident within American society.

The vision of the Great Society gave millions of Americans new hope for a better future for themselves and their children. That hope must be fulfilled. Economic factors demonstrate that the Great Society need not be abandoned, and moral considerations indicate that it should not and must not be abandoned.

## The Hoffa Matter and Individual Rights

The recent decision of the U. S. Supreme Court in relation to Jimmy Hoffa once more highlights a matter that bears careful scrutiny by the American people.

The SIU has never been in sympathy with Hoffa and has on many occasions past and present fought against him tooth and nail. We voted for his and his union's expulsion from the AFL-CIO, for which we have no regrets.

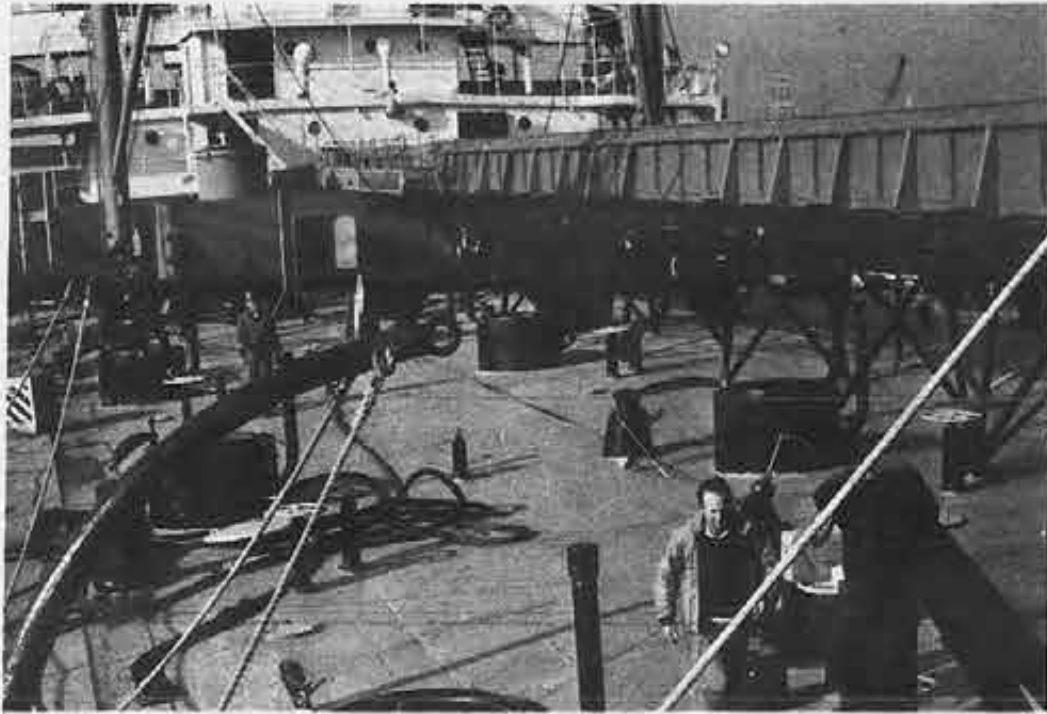
Nevertheless, we cannot condone the methods which were used by the Department of Justice under Robert F. Kennedy to "get him."

Although there undoubtedly is much for which Hoffa could be called to account, the methods employed by the Government in this matter have at times taken on the aspect of a personal vendetta in which many of the

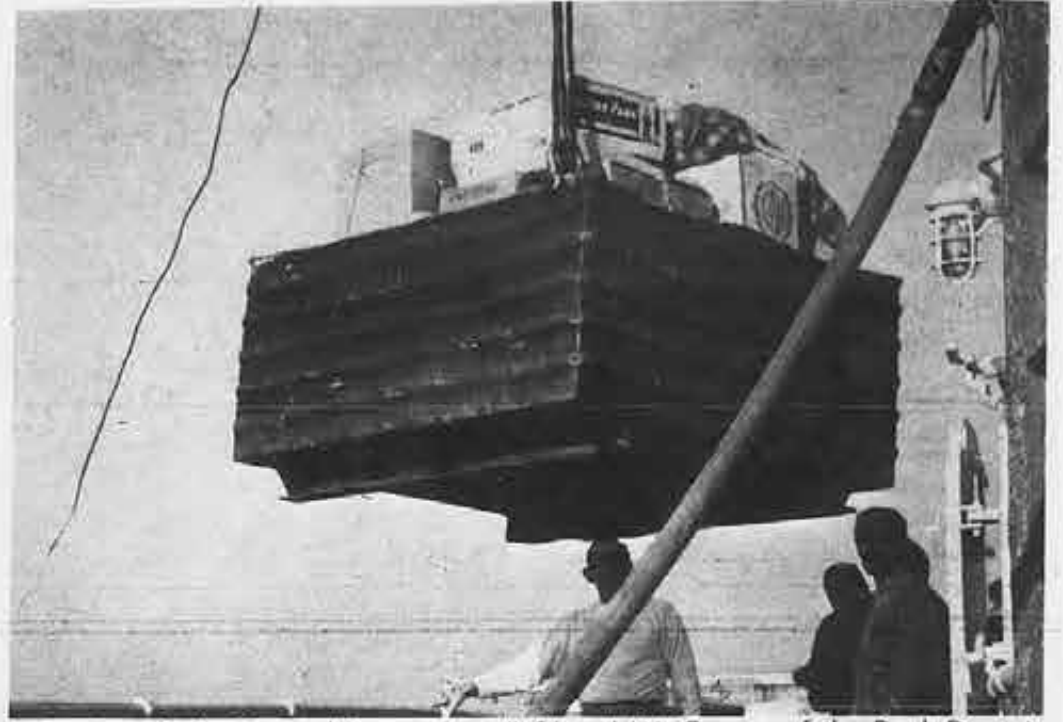
basic guarantees of the United States Constitution in the realm of impartial justice and the protections afforded by the Bill of Rights have been ignored.

The Government's handling of the Hoffa matter presents ramifications that go beyond Hoffa and the Teamsters, and beyond the American labor movement in general. The Government's actions and the justifications presented for those actions represent a clear and present danger for every American.

If basic American rights are to be ignored in the case of one individual, then the basic rights of all Americans have been weakened. It does not matter whether we consider Hoffa guilty or innocent of the charges made against him. If we are to remain a nation both governed by law and protected by law, the same law must apply to everyone.



Bosun Max Wadlington takes a final look at the forward deck area to make sure that everything is shipshape before paying off. He praised his fellow SIU deck department men, saying they were cooperative and hardworking.



John Nuss of the Steward Department (left) and W. Connor of the Deck Department watch as a load of stores for the galley is brought aboard for the next trip. The crew praised the Stewards for the "good meals they made."



# PHILADELPHIA PAYOFF

Royal Glenmore, Utility Man, is carrying new kitchenware into galley. Crewmembers of the S/S Henry line up at the deck railing, thinking of home, or, perhaps the next trip, as they wait for the paying off. All hands agreed that the trip was a good one from many points of view. The ports that they visited were found to be very interesting, and no really important beefs were reported by delegates.



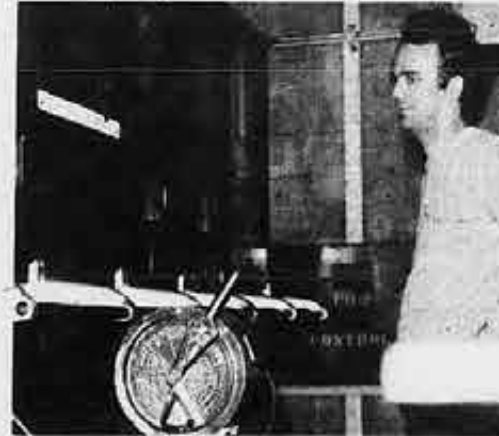
E. Brecheen (top), C. Cahill (center) and John Nuss are putting stores aboard.



Leroy McClary of the Engine Department (left) and Hoyt Tanner discuss their future plans in a passageway.



Ricardo Sandi, O.S., passes the time away before the paying off by examining machinery in the Engine Room.



Laurence Walonen of the Engine Department takes a final look at conditions in the Henry's Engine Room.



Members of the Henry's crew enjoying a final meal in the Messroom include Seafarers R. Sandi and M. Wadlington.



Seafarers J. Spirto, G. Gopac, S. Sek and M. Marcelino chat in the galley.



Paymaster (right) and Ricardo Sandi (left) watch M. Wadlington sign for pay.



ON NOVEMBER 23, 1966, a pall fell over the New York metropolitan area that lasted for 4 days. The air became increasingly unfit to breathe as poisonous gases pouring from thousands upon thousands of chimneys and automobile exhausts slowly crowded the life-giving oxygen from people's lungs.

A simple temperature inversion had clapped a lid over the city, making its normal fresh air supply a stagnant tower of human and industrial waste products. The proportion of harmful waste products in the air rose quickly from its normal 12 percent, past the danger point of 50 percent, and up to 60.6 percent. An Air Pollution Emergency was declared and drastic measures were being considered when Mother Nature fortunately decided to spare the city further grief and the temperature inversion lifted. The poisonous gases which had gathered over the city quickly dispersed so people could again breathe "clean air"—which was only 12 percent polluted.

New York City has not been so fortunate in the past, nor have other cities both in the United States and elsewhere.

In December 1953, New York City sustained a week-long temperature inversion that killed 200 people. Back in October 1948 the polluted air of Donora, Pennsylvania, killed 20 people and made 4,000 acutely ill in three days. Four thousand Londoners died in a single week in 1952—murdered by air which was not fit to breathe. In December 1962 a town of stagnant, filthy air settled on the U.S. eastern seaboard from Massachusetts to Virginia. Had it not fortunately dispersed just in time, the United States might have suffered one of the worst domestic disasters in its history.

Although Seafarers, who spend much of their time breathing the clean air available for the most part today only on the high seas may not have the full extent of the problem brought home to them daily as other Americans do, what man has been doing to his atmosphere for many years can only be described as fouling his own nest. The air without which he cannot live for more than a few seconds has been used as a vast open sewer. Into it pour the stinky excrement of man's factories, furnaces, automobiles—dusts and chemicals which can and do kill.

Our atmosphere always has and always will be called upon to dispose of waste products, and can process modest amounts without serious effects on mankind. Trouble has been growing in recent years because the amount of pollutants being released into the atmosphere have risen far above the "modest" level.

Almost 8,000 communities comprising over 60 percent of the total U.S. population are today facing an air pollution problem. The problem manifests itself in deaths and permanent injuries in the form of chronic respiratory diseases, including the common cold, chronic bronchitis, chronic constrictive ventilatory disease, pulmonary emphysema, bronchial asthma and lung cancer. Emphysema, a disease once restricted almost exclusively to miners forced to breathe stale, dust-filled air for long periods, has recently become second only to heart disease as a cause of disability in the U.S.

The costs of air pollution have become staggering. Airplane crashes and delays caused by low visibility at airports "locked-in" by smog take a toll in lives and money. Medical costs brought about by smog-aggravated diseases are immense. The poisonous chemicals pumped into the atmosphere damage crops, destroy timber, injure livestock, cause rapid deterioration of stone, metal and wood buildings, weaken fabrics, cause property values to plummet, destroy game animals and wildlife and corrode precision instruments and control systems. Millions are spent yearly on electricity for increased lighting because of smog induced darkness. Paradoxically, because of our present methods of producing electricity, this often serves to increase the amount of smog in the air.

Airborne pollutants are capable of doing this vast amount of damage because of the highly poisonous and corrosive nature of the chemicals involved. The average smog that descends over a city or larger region contains varying amounts of the following:

Sulfur dioxide (which is slowly converted in the air to sulfuric acid which literally eats away stone and metal); hydrogen fluoride, chlorine, hydrogen chloride, nitrogen oxides, hydrogen sulfide, and others.

Possibly the most vivid picture one can get of the extent of air pollution in our cities is from an airplane. While flying over the countryside the air is relatively clear and vision unobstructed. In the distance, however, the city can be seen wreathed in a blanket of poisonous smog (smoke pollutants and fog) or haze (smoke pollutants and haze). As the city approaches the pollution increases and visibility drops to zero, which means you're right in the middle of it.



Where do these poisons come from? Who are the culprits? The truth is that each and every one of us does our bit to pollute the air which we must then breathe. From the time we get up in the morning and turn up the furnace to warm the house we are adding to the pollution of our air supply because fire of almost any sort releases pollutants into the air.

Driving to work in our cars we become veritable poison gas machines with a myriad of toxic gases spewing from our exhausts. Getting rid of our garbage means fires which pollute the atmosphere. In agriculture, crop dusts and sprays put poisonous chemicals in our air. Evaporation of volatile petroleum products from open tanks is an offender. There are more ways in which our air is being polluted than we could possibly list here.

Although we must all share some of the guilt for polluting our atmosphere, some are bigger polluters than others. In the past our huge industrial centers have, along with the automobile, been principal offenders. Anyone who visited Pittsburgh, Pa., not too many years ago could touch, taste and smell the results of air pollution created by the area's many steel plants, where open hearth furnaces spewed dust and gasses into the air day and night. Basic changes in furnace design plus the addition of equipment to remove pollutants before they escape into the atmosphere did much to make Pittsburgh's air more breathable. Still however, there is much to be done, there as elsewhere.

The fact is that although air pollution has become a nationwide problem, with our expanding industrial capacity and ever-increasing automobile ownership making our air more and more unfit to breathe, almost nothing has been done to see to it that we don't simply poison ourselves out of existence. The

majority of people in the U.S. are literally living their lives at the bottom of a sewer that is shortening the lives of themselves and their children. Yet they do so without even complaining until what should be a harmless combination of weather conditions makes them gasp for breath and peer with stinging, swollen eyes through an apparent twilight at midday.

Air pollution can and must be controlled. Strong air pollution control measures are sometimes expensive, but the technology is available and must be enforced. Continued research will certainly develop new ways of controlling air pollution, but we cannot afford to wait for the ultimate solution—time is growing short. The public must demand and be willing to share the cost of needed improvements. Air pollution is already costing billions. In the long run the cost of clean air would probably be much less.

Although Congress has passed a federal Clean Air Act, the prime impetus for air pollution control must come on the community level. Large regional plans must be drawn up to direct local action however, if such action is to be effective.

A very few communities are already tackling the problem. Los Angeles, faced with one of the worst air pollution problems in the nation, has possibly taken the most action. Automobiles not equipped with exhaust purification devices have been banned, open fires have been outlawed, factory smokestacks are regulated and equipped with control apparatus. Results of such action are being observed and further action planned. A few other cities have also taken some action.

To clean up the sewer of air under which we all live, every American must demand action. We all have much to lose if we don't demand action now.



Pollution caused by emissions from automobile exhausts is one of the primary contributors to smog problems in many communities throughout the U.S.



Industries are major sources of air pollution in both large cities and smaller communities. Pollutants resulting from industrial wastes are major smog culprits.

## To Aid U.S. Farm Workers

# AFL-CIO Seeks to Close Loophole Still Allowing Bracero Importation

The AFL-CIO asked the Labor Dept. to end an Immigration Act loophole that allows foreign farm workers to be brought into the United States for temporary harvest work.

Conditions of U.S. farm workers have improved greatly since the end of the bracero program two years ago eliminated the large-scale importation of foreign farm workers, union witnesses testified at a Labor Dept. hearing. They cited evidence that there is no shortage of domestic farm workers when decent wages and working conditions are offered.

If the Immigration Act loophole is not closed completely, AFL-CIO spokesmen urged, at least the Labor Dept. should raise the minimum wages employers must offer U.S. workers before applying for the admission of alien labor.

Current standards, set by the secretary of labor on a state-by-state basis, range from \$1.15 to \$1.40 an hour. The Labor Dept. hearings are to consider changes in the existing standards.

## Position Stated

AFL-CIO Assistant Research Director Frank Fernbach and Arnold Mayer, legislative representative of the Meat Cutters and chairman of the AFL-CIO farm labor legislative subcommittee, presented the federation's position. Also testifying for an end to the use of alien labor was Kerry Napuk, research director of the Packinghouse Workers.

The biggest step toward ending the importation of farm workers came in 1964, when Congress—at the urging of labor and church groups—refused to renew the bracero program. Since then, smaller groups of foreign workers have been admitted under a section of the immigration law that allows temporary importation of workers when the secretary of labor certifies the need and determines that it would have no adverse effect on U.S. workers.

The number of alien farm workers dropped from 200,000 in the last year of the bracero program to 35,000 in 1965 and 25,000 this year.

As an alternative to complete elimination of all foreign labor, Fernbach proposed the following standards that growers would have to meet before they could apply for admission of workers from other countries to meet a labor shortage:

- An hourly wage rate that would not be below \$1.55 an hour in any state. Even this, Fernbach noted, is "barely" above the poverty level.

- A higher minimum rate in states with better conditions. "In states where minimum hourly rates are established by collective bargaining—in California, for example—the adverse-effect rate should be at least equal to the negotiated minimum," including fringes.

- A weekly wage guarantee not less than \$62 in any state.

- Higher rates for farm jobs that are "particularly hazardous or arduous."

Fernbach warned that "to do less would further degrade employment opportunities for Americans in agriculture, properly lead to the rejection of substandard farm jobs by Americans when

better alternatives are available, and thus inevitably restore cheap imported labor as a major source of manpower in our fields."

## Gains Emphasized

Mayer stressed the gains that had come to U.S. farm workers since the end of the bracero program.

An estimated 80,000 to 100,000 new jobs were created for U.S. workers, he said. Farm wages rose an average of 15 per cent in two years, with the biggest gains in jobs formerly done by braceros. "U.S. workers flocked to the crops when the higher wages were available," he noted.

Another important development, Mayer said, is the growing organization of farm workers into unions, now that "foreign strike breakers are no longer available."

Despite warnings that crops could not be harvested without imported labor, "not a single major crop failure occurred because of a lack of labor," he pointed out.

Napuk testified that although major improvements resulted from the end of the bracero program, "much higher and much better living and working conditions are desperately required" for U.S. farm workers.

## YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying

In America, even the poor have credit cards, or at least, the almost-poor, now that even discount stores, department stores, and neighborhood stores offer them. Apparently, the finance industry feels there is no reason why moderate-income families should be exempt from paying extra fees for charge accounts.

But some astute working families are getting uneasy about how much they do have to pay in hidden fees for credit cards which allow you to charge in various stores in your area.

These area-wide credit cards usually are sponsored by local banks or finance companies. By using one of these cards you can charge virtually all your needs. You live now, pay later. "Forget about cash when you shop", one big Eastern bank advertises. "Our credit card gives you charge privileges at thousands of stores."

But there are a couple of catches. One is that after a number of days of "free" credit—usually 10 to 30 days depending on the plan—you have to pay a "carrying charge", generally 1/4 or 1/2 per cent a month. This sounds very little. But it is really the equivalent of a true annual interest rate of 15 or 18 per cent a year. In comparison, the same banks pay you only 4-5 per cent on your savings deposited with them.

The other catch is that not only you, but the store, pays a fee to the bank or finance company sponsoring the credit cards. One observant reader, Mr. C.P., who lives in California and has watched the spread of credit cards there, warns that the stores pay 2 per cent to the bank sponsoring the credit cards. "Then the stores raise their prices on all products by the 2 per cent, and most of our people pay this extra charge whether they pay by check or cash or use the credit card," Mr. P. points out.

This is true. If there is no such thing as a free lunch, there certainly is no such thing as free credit. The cash customer must help pay the cost to the store for offering these charge accounts. This is a business expense added to the price of the goods you buy.

Mr. P., for one, is not taking this situation lying down. He reports that when he buys in stores offering credit-card charge accounts, he demands a 2 per cent discount for paying by cash or check. Most of the stores will give it, he finds. "But you must demand it."

People who pay cash at charge-account stores certainly should be entitled to a discount. Whether the store will give it, is another question. At one time, many stores customarily gave a discount for cash. Trade experts report that the practice of giving 10 per cent off for cash on furniture has become a well-established practice in the larger Southwestern cities.

There is another danger in the spreading use of credit cards among even moderate-income families: That is the risk of over-extending yourself, and also, neglecting price comparisons because of the ease of charging through a credit card.

One of the large oil companies, (Texaco) even is sending credit cards to families in the mail, without any request on their part, even families who don't own cars. The oil company is not merely offering credit privileges at its service stations, but for other goods such as home workshops, typewriters, etc. The letter says, for example "You are now a possessor of a Texaco credit card. If you sign your name and enter your number on the enclosed order form we will send you a home workshop to be paid for later." Some people are obeying the company's instructions, too, without checking prices and models elsewhere.

You now can even charge your medical bills on another credit plan, sponsored by the American Health Credit Plan, Inc. You get a checkbook of certificates. You fill these out and give them to the doctor, pharmacist, etc., instead of paying cash. You get a bill from the plan for all the services you have charged. If you pay within 30 days, there is no credit fee. If not, you pay that innocuous-sounding 1 1/2 per cent a month.

If you do need credit for a medical service it would be less costly for all concerned if you make your own arrangements with the doctor, dentist or druggist, and avoid using such a plan even if the doctor suggests it.

Elmer Roessner, one of the more candid business columnists, is especially concerned about experiments some food supermarkets are making with similar credit plans. These involve either a 1 1/2 per cent a month service charge, or a fee of \$1 a month. "The danger is quite real," Roessner warned. "Families are going through bankruptcy now at a rate of more than 100,000 a year. If the food bill is added on top of the credit pyramid, the number of bankruptcies may increase."

If you succumb to these various pressures to buy almost everything on credit, you will find you have added a permanent new living expense for the fees. Credit should be reserved for larger purchases, and only if the purchase cannot be postponed while you save up all or part of the cost. If you do need credit, the cheapest way to get it still is to borrow the cash from a low-cost source such as credit union or commercial bank, and shop with the cash in hand.

You also should read the small print in the agreement or contract you must sign for one of the new retail credit cards, to see for what extra fees you may be liable. Some of the largest plans state in the agreement that if any amount due and payable is referred for collection to an attorney, you agree to pay an attorney's fee of 20 per cent of the amount owed.

Another low-cost way to borrow in this time of rising interest rates is on your life insurance, if it is the kind that has cash value. Most policies issued after 1939 state that you can borrow at 5 per cent (4 per cent on V.A. policies). This is a true 5 per cent per annum. Even though interest rates on loans generally have risen, the insurance companies can't increase the loan rate stated in your policy. That's a contract. This time it works in your favor.

## The Pacific Coast

by Frank Drozak, West Coast Representative



A \$10.4 million port capital improvement program extending from the present through the end of 1967 was approved last week by the Oakland Board of Port Commissioners.

A total of \$2.1 million will be spent for modernization of a portion of the 14th Street pier in the outer harbor. This project will include widening the pier apron to make it suitable for container traffic and for broad gauge container-handling cranes.

Another major expenditure in the program will be \$2.6 million for the construction of a 1,200 foot concrete wharf at the port's Seventh Street Marine Terminal.

## San Francisco

Shipping has been quite active and is likely to remain so in the Bay Area, especially for the AB's. Electricians, Oilers and FWT's.

Seafarers paid off this past period on the *Express Virginia*, *Express Baltimore*, *Cosmos Trader*,

*Rice Victor*, *Pecos*, and the *Elizabethport*.

Signing on were the *Cosmos Trader*, *Pecos*, *Achilles*, *Geneva* and the *Transyork*.

Ships in transit this period were the *Panama*, *Steel Flyer*, *Achilles*, *Geneva*, and the *Ames Victory*.

Oldtimer *Charlie Bush*, in retirement since last summer, came by the hall to say hello to the gang. *Charlie*, who still longs for the sea, finds the beach is "just plain boredom."

*William M. Sing* is waiting to catch any ship to the Far East. Brother *Sing* has been an SIU member for 17 years and sails in the Steward department. He and his family reside in San Francisco.

## Seattle

Shipping remains at an excellent height in the Seattle region with all indications pointing to a continuation of this splendid shipping activity.

Payoffs during the past period included the *Anchorage*, *Oceanic*



Ries

Fitton

*Tide*, *DeSoto*, *Western Hunter*, *Cosmos Mariner* and *Seattle*.

Ships signing on were the *Overseas Rose*, *Seattle*, *Santa Emelia*, *Longview Victory*, *Beaver Victory*, *Oceanic Tide*, *DeSoto* and *Western Hunter*.

We've had the following ships in transit: *The Elizabethport*, and the *Calmar*.

Oldtimers on the beach include *Charles F. Ries*, who's just off the *Enid Victory* following a four-and-a-half month run to Viet Nam. *Charlie's* enjoying a couple of weeks on the beach before grabbing another ship. He's been sailing SIU these past 11 years.

*Lewis T. Fitton's* last ship was the *Baltimore*. He's been laid up on the beach unfit for duty but *Lewis*, SIU for 16 years, is now ready for any Far East run.

*John S. Boskamp* is warming up after a jaunt on the Alaska run for *Sealand Service* by making his way to Santa Anita for a fling at the horses. *John*, who has been SIU for 15 years, will enjoy the beach as long as the horses are kind to him.

## Wilmington

During the past couple of weeks we had the *Del Alba*, *Hattiesburg Victory*, and the *Fairport* payoff. There were 9 ships in transit and shipping has been booming. So we're suffering a shortage of all ratings in all departments and it looks as if shipping will remain at a peak for the next several weeks.

*Oscar Rosenfelt* is on the beach after a trip on the *John C.* *Oscar* plans to stay home for the holidays but he'll probably be talked into taking an oiler's job shortly after that.

**Lifeboat Class No. 165 Casts Off**



The most recent graduating class of SIU lifeboatmen have just successfully taken the Coast Guard examination that has led to their endorsement as lifeboatmen, necessary for getting a rating as AB. Front row (l-r): Thomas E. Lipani, Ronald Glemser, A. B. Sandberg, Louis A. Filippetti. Top row (l-r): Robert Caldwell, Klaus Ahmels, Thomas Grimes, Robert J. Blackstock, Instructor Arni Bjornsson.

# Storm Cracks Sapphire Etta's Hull; SIU Crew Gets Ship Back to Port

"It sounded like a cannon going off." That's how Seafarer Abe Handleman described what was the beginning of a four-day nightmare at sea for the crewmembers of the SIU-contracted Sapphire Etta (Sapphire). The sound Brother Handleman described was that of the ship's hull cracking.

"It all started at 11:30 p.m. on November 14th," Seafarer Handleman related to the Log, "when the first crack in the hull appeared. It didn't seem very serious, as the crack started at the deck railing, just forward of the house, and extended down the starboard side of the hull about four feet."

"Twelve hours later, at 11:30 a.m. on the 15th," Handleman said, "the Sapphire Etta cracked again. This time she was in serious trouble. The ship cracked in several places; the main crack started at the deck railing, forward of the house, extended to the Bosun's foc'sle, then across a passageway and into the messhall, and ended at the deck below. The crack was entirely above the waterline."

Brother Handleman told the Log that if the cargo were heavier, the ship probably would have taken water. Almost the entire cargo consisted of empty wing tanks for carrying aircraft fuel. "The Shapphire Etta was one-and-a-half days out of Rotterdam, bound for Norfolk, when she cracked the second time. The ship was battling 75-foot waves and a wind of 120 miles per hour," Handleman related.

The ship's commander, Captain Kean, Handleman continued, immediately ordered that the ship head for Belfast, Northern Ireland, which lay 390 miles away. Captain Kean went below to inspect the damage. Commenting that he had never seen a ship crack so badly, he returned to the bridge, where he remained until the vessel docked safely in a Belfast shipyard.

Captain Kean ordered all hands to carry life jackets, and commented that because of the tremendous waves and terrific wind, it would be a difficult task to launch lifeboats if the ship went down.

Handleman said that the crew and officers all knew that if the ship took just one more severe jolt she might break apart and go down. The Chief Engineer, the First Engineer, the Bosun and an Oiler welded braces across the crack at a point below the Bosun's foc'sle in an attempt to help prevent the crack from expanding.

"There was no panic among the crew, and they all did the best they could to keep the ship moving," Seafarer reported to the Log. The Sapphire Etta struggled on through the waves and wind, limping into Belfast harbor on the 18th, four days after the ship had first cracked.

Upon arrival in the shipyard in Belfast, five shipyard inspectors boarded the vessel to look over the damage. "You men are lucky you are here," one of them commented to the crew.

Three new plates were riveted in place on the starboard side of the hull in the Belfast shipyard. The crack in the Bosun's foc'sle, the passageway and messhall was welded, with no new plates being put in. Altogether, "it was a very good job," Seafarer Handleman said.

The ship remained in the yard



Seafarer Abe Handleman (right) describes to a Log staff writer the four-day ordeal that he and his shipmates aboard the SIU contracted Sapphire Etta lived through during a North Atlantic storm.

for five days. The crew, according to Brother Handleman, had a great time in Belfast, and one and all hated to leave. "It is a friendly city," said Handleman. It is unfortunate that not more SIU ships call at Belfast, Brother Handleman said. "I had never been there before, and the people are among

the friendliest anywhere."

The trip from Belfast to Norfolk took 12 days. From there the ship went to Bayonne, New Jersey. After the last of the cargo was unloaded there, the Sapphire Etta was put into drydock for complete repairs at the Todd Shipyard, Fort Dwight, Brooklyn.

## PERSONALS

**Edward Morales**

Please contact your wife, Doris, in Baltimore in regard to an urgent matter as soon as you can.

**Edward "Frenchy" Spalding**

Please contact Stan Stashak, 3390 Magowan Drive, Santa Rosa, Calif. 94505, as soon as possible.

**Sergio Anebola**

Please contact Armand Cordova, 90 California St., Buffalo, N. Y. 14213. He would like to hear from you.

**Thomas D. Weber**

Please contact your wife, Mrs. Della H. Weber, at 2603 Dan St., National Hills, Augusta, Georgia 30904, as soon as possible in regard to an urgent matter.

**John Singer**

Please contact your family in Cleveland as soon as possible about an urgent matter.

**John Vieira**

Please contact your daughter Cathy as soon as possible.

**P. A. Thompson**

Your income tax refund check is waiting for you. It is being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105.

**Richard Wall**

Please contact Robert J. Manthei, 252 River St., Apt. 204, East Lansing, Mich. 48823, about his personal effects which you have in your possession.

**Morris Berlowitz**

Your income tax refund check is being held by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105.

**James A. Hammond**

Please contact Ralph Williams, 922 Le Bean St., Arabi, La., 70032, as soon as possible, or phone 271-3477.

**Terrance P. McDonough**

Please get in touch with Carl T. Rosander at Marine Cooks and Stewards Union, 350 Fremont Street, San Francisco, Calif.

## SIU ARRIVALS

**Tanya Jackson**, born October 27, 1966, to the Bobby Jacksons, New Orleans, La.

**Mary Elizabeth Martin**, born November 19, 1966 to the James A. Martins, New Orleans, La.

**Humberto Saddy**, born October 11, 1966, to the George Saddys, New Orleans, La.

**Kellie Sue Crowl**, born April 22, 1966, to the Francis W. Crowls, Bay City, Mich.

**Williams Mays**, born October 20, 1966, to the Albert J. Mays, Corpus Christi, Texas.

**Brenda Sanders**, born October 11, 1966, to the Daniel Sanders, LaFollette, Tenn.

**Wilfredo Tellez**, born October 23, 1966, to the William Tellezs', Playa Ponce, P. R.

**Jonathan Carl Baudoin**, born August 25, 1966, to the James C. Baudoins, Sr., Abbeville, La.

**Brian Louis Smith**, born July 8, 1966, to the Adam H. Smiths, Muskegon Heights, Michigan.

**Brian Bertrand**, born October 14, 1966, to the Emmett Bertrands, Nederland, Texas.

**Evelyn Pedraza**, born October 9, 1966, to the Ygnacio E. Pedrazas, Texas City, Texas.

**Daniel Robert Davis**, born September 18, 1966, to the Thomas H. Davis, Crestview, Fla.

**Robert Paul Rodziczak**, born October 2, 1966, to the Robert Rodziczaks, Cudahy, Wis.

**Sean Patrick Kennedy**, born November 30, 1966, to the Gerald G. Kennedy, San Quentin, Calif.

**Myla Shaweene Bell**, born October 5, 1966, to the James B. Bells, Toledo, Ohio.

**Veronica Victorine Hendricks**, born November 17, 1966, to the Hendricks, Mobile, Ala.

**Gregory Hayes**, born October 4, 1966, to the Eugene Hayes, Alpena, Mich.

**Cheryl Monique Hicks**, born October 27, 1966, to the Fred R. Hicks, Jr., Virginia Beach, Va.

**Bryan Thompson**, born November 18, 1966, to the George P. Thompsons, Virginia Beach, Va.

**Barbara Jane Neibert**, born October 3, 1966, to the Richard Neiberts, Chicago, Illinois.

**Karla Marie Ivey**, born September 24, 1966, to the Huey R. Iveys, Gloster, Miss.

**Catherine Lipari**, born October 30, 1966, to the Antonio Liparis, Brooklyn, N. Y.

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

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### U.S. Fails to Heed Maritime Decline

To The Editor:

I thought the Log editorial in the November 25th issue really hit the nail on the head. For years we have heard U.S. maritime labor warn the federal government again and again that the condition of our merchant marine fleet was falling below the danger point in meeting our economic and military demands.

Now, during the Vietnam crisis, we are seeing the government pulling old World War II freighters out of the mothball fleet and pressing them into service.

Why hasn't the government listened in recent years? Congress has the power to revitalize the merchant marine fleet so that we could again be counted as one of the great seafaring nations of the world.

Jack Strobel

## LETTERS To The Editor

### Test for Labor In Year Ahead

To The Editor:

These are going to be hard times for the labor movement, I think. Our President is preparing his State of the Union address to Congress right now. Do you know what will be in the speech? I think I do.

President Johnson, who was solidly endorsed by organized labor because of his Great Society program, will be forced to call for cuts in the war against poverty, in the programs to train men and women so they can take their rightful place as literate and skilled workers. He will say that these cuts are necessary because of the unexpectedly high cost of the Viet Nam war and because of the space program.

I think that organized labor and individual working men should exert all the influence they can at this time to prevent such legislation, and hold the president to his promise of creating "The Great Society".

Walter Warnov

### AFL-CIO Organizing Fights Poverty

To The Editor:

It was great to read that AFL-CIO unions broke all recent yearly records for organizing success in 1966.

I am proud to be a member of an AFL-CIO affiliated union. I believe that only by presenting a united front can Labor succeed in consolidating gains made in the area of social welfare, and to press for more in the future. What with organized big business, and right wingers, all trying to do away with recent gains in social welfare measures, we need the AFL-CIO as the main spokesman for the liberal cause. I think we have a long way to go before we make a real dent in what is poverty on a really massive scale. Millions of our fellow working men live in really sordid conditions. I think we need the AFL-CIO to organize them and to be their spokesman.

Curt Fogler

### Thanks SIU For Fine Thanksgiving

To The Editor:

My family and I would like to thank the SIU for the nice dinner we enjoyed on Thanksgiving Day.

Mrs. Amund Pettersen

### Seafarer Praises SIU Pension Plan

To The Editor:

I have been receiving my pension check for one year. It is the best thing that ever happened to me. The SIU is the best thing that ever happened to the Great Lakes.

Charles Hughson

### Enjoys SIU Xmas Dinners

To The Editor:

Last year I spent Christmas on the beach, with my family. We all went down to the SIU hall and had a wonderful time at the Christmas Day Dinner. I am looking forward to doing the same thing again this year. I think this is a wonderful way of injecting some real Yuletide cheer into Christmas, and I urge all my brothers who are not spending Christmas aboard ship to do the same thing.

C. H. Rivington

### Still Reads LOG At Age of 80

To The Editor:

I sailed in World War II, on Bull Line ships. Since my retirement in 1953, I have enjoyed reading The Log. I hope to read it as long as I live. I am 80 years old, my wife is 85 and we are happy in our old age.

We moved on the 6th day of October, this year, from my son's house. He is a Baptist minister. His church is the First Baptist Church, Detroit Lakes.

Arthur Warder

### Right-Wing Groups Mislead Public

To The Editor:

There seems to be a rash of organizations in this country whose titles or names indicate the complete opposite of what they actually represent. For instance, the "National Right to Work Committee."

The title makes it seem as if there is an actual political cause going to permit people to work. The implication is that the right to work does not exist.

Of course, this is totally untrue. If this group called itself instead The Capitalist Society for Unionbusting, its title would be a more accurate indication of what the group stands for.

All the National Right to Work Committee intends to do is destroy the ability of unions to organize and to gather collective bargaining strength. They will be effective in this attempt if they succeed in outlawing the union shop, a basic point of union strength when defending its position before employers. Let's beware of the National Right to Work Committee and other such groups whose titles misrepresent their devious intentions.

Hal Weisner

## From the Ships at Sea

The importance of Seafarers speaking up at meetings was stressed aboard the Trenton (Sea-Land) recently, Meeting Chairman Stephen Fulford reported. All crewmembers, especially new men, should always feel free to express their opinions and ask for information pertaining to union matters, Fulford writes. "The meetings are for their benefit," and active participation in meetings are welcome. Fulford was elected ship's delegate, with the job to rotate on each trip. A vote of



Fulford

thanks was extended to Francis Sperry for his fine job as ship's delegate, Meeting Secretary J. L. Whisman informs. New delegates include, J. Logan, deck; R. Smith, engine, and J. McCranie, steward. A fine Steward department, no beefs or disputed overtime have made the present voyage a good one and Seafarers are looking forward to a smooth payoff in Elizabeth, N. J.

Seafarers on the Del Mar (Delta) should be enjoying a barbecue before long, according to Meeting Chairman Joseph McLaren. Crewmembers have donated \$26.40 toward a barbecue fund, in addition to the \$386 in the movie fund. Everything



Alford

is running smoothly, McLaren reported. V. S. Alford, Jr. has been elected new ship's delegate. After trips to South American ports, the ship is due in New Orleans for a payoff, shortly before Christmas.



Basch

The Saginaw Victory (Victory Carriers) recently completed an outstanding voyage with a payoff in Leonardo, N. J. The five-month voyage produced no beefs or outstanding problems and department delegates reported a fine bunch of Seafarers made up the crew. Ship's delegate M. C. Duet, Deck delegate A. Hernandez, J. Basch of the Engine department and W. C. Fisher of the Steward department all did an outstanding job according to the crew's reports.



Estrada

Oysters and shrimps are new additions to the menus aboard the Del Norte (Delta), according to Ship's Delegate Albert Estrada. Estrada reported that everything has been going well in the three departments. Ship's treasurer W. P. Kaiser writes that a donation of \$50 was made to Joseph Brooks of the Steward department, who was hospitalized in Rio. The ship's fund totals \$249.05. The movie fund totals \$658.35. Maurice Kramer reported the renting of twenty movies for the trip, plus two sound lamps. Deloss Harman gave a vote of thanks to the cook

for his fine vittles, according to Robert Callahan, Meeting Chairman. Callahan was then appointed new ship's delegate after a big vote of thanks to Estrada during his time on the job.

Bosun Charles V. Majette has done an outstanding job on the Commander (Marine Carriers) according to Julian Dedicatoria, Meeting Secretary. Majette and his men "always work in harmony," Dedicatoria writes. The Seafarers also had praise for the Captain, R. C. Beuler. Meeting Chairman James McLinden suggested that the gangway be set up with davits on the boat deck so the gangway would be easier to secure. The proposal



Dedicatoria

was carried by the other crewmembers attending the ships meeting. The ship's fund totals \$9.25. No beefs and all departments were reported as working well.

Seafarers on the Missouri (Meadowbrook) were warned to be on the alert against foreigners entering rooms while the ship is transiting through the Suez Canal area, according to Meeting Secretary Maximo Bugawan. Blackie Busalocki was elected to serve as ship's delegate, J. P. Abrams, Meeting Chairman writes. The ship fund totals \$6. Abrams informs. A repair list will be submitted to department heads shortly. No problems were reported by delegates.



Bugawan

## Money Due

The Seafarers listed below have money due them after sailing on the ships shown. Men whose names are listed should get in touch with SIU Headquarters, in person, or by mail, as soon as possible. The address is 675 Fourth Avenue, Brooklyn, N.Y. 11232. If you contact the Union by mail, please include your mailing address.

Name	Ship	Origin
Edward Jensen	Hercules Victory	Disputed overtime
Robert Smith	Hercules Victory	Disputed overtime
James R. Boone	Natalie	One day's wages
Frank G. Valerie	Natalie	One day's wages
Earl H. Beamer	Penn Carrier	Disputed overtime
Calvin Smith	Transwestern	Disputed overtime
Daniel McLaren	Transwestern	Disputed overtime
Clyde Greeson	Transwestern	Disputed overtime
Thomas E. Hanson	Valiant Hope	Transportation
Donald Kershaw	Valiant Hope	Transportation
Warren Weiss	Niagara	Lodging
James Gleason	Seatrain New York	Disputed lodging allowance
Fred Patterson	Seatrain New York	Disputed lodging allowance
Joseph L. Chapeau	Kent	Lodging
Cyril Gauthier	Kent	Lodging
Andrew Lewis	Sea Pioneer	Lodging
J. Walsh	Midlake	Standby wages
F. Staples	Midlake	Standby wages
D. Shattuck	Midlake	Standby wages
Ernest M. Bryant	Penn Carrier	Retroactive wages and overtime
Carlos Ruiz	Bonanza	Wages
Wm. L. Robinson	Bonanza	Wages
Edgar Lee Faison	Alcoa Master	Transportation allowance
Bobby V. Carter	Alcoa Master	Transportation allowance
Ray L. Coalson	Alcoa Master	Transportation allowance
John E. Butler	Alcoa Master	Transportation allowance
David J. Flynn	Alcoa Master	Transportation allowance
C. Carlson	Rambam	Retroactive wages
T. Bruce	Rambam	Retroactive wages
C. Stevens	Rambam	Retroactive wages
H. Pruss	Rambam	Retroactive wages
C. Zintz	Rambam	Retroactive wages
G. Bertrand	Rambam	Retroactive wages
J. Rose	Rambam	Retroactive wages
C. Cummings	Rambam	Retroactive wages
A. Samawi	Rambam	Retroactive wages
L. Amos	Rambam	Retroactive wages
J. Smith	Rambam	Retroactive wages
R. Vallotton	Rambam	Retroactive wages
L. Childress	Rambam	Retroactive wages
D. Jus Tian	Rambam	Retroactive wages
R. Cantu	Rambam	Retroactive wages
J. Saunders	Rambam	Retroactive wages
W. World	Rambam	Retroactive wages
E. M. McCay	Rambam	Retroactive wages
W. Neal	Rambam	Retroactive wages

# FINAL DEPARTURES

**Daniel Covaney, 62:** Brother Covaney died on Aug. 30, at the U.S.P.H.S. Hospital, Staten Island, N.Y., after a lung ailment. He was an SIU pensioner at the time of his death. Born in New Jersey, he resided in Jersey City, N.J. with his wife. A member of the RMR, he joined the union in New York. He was employed by the Penn R. R. for almost 40 years. Surviving is his wife. Burial was in Arlington Cemetery, Kearny, N.J.



**Steven A. Williams, 63:** A heart attack claimed the life of Brother Williams, who sailed in the steward department. His last ship was the Malden Victory, on which he sailed as utility man. He died in the U.S. Navy Hospital, Danang, Viet Nam. He resided in Roxbury, Mass. He is survived by his wife, Louise and one child.



**Harold Holmes, 56:** Brother Holmes died on Sept. 6 in Tampa General Hospital, Tampa, Fla. A member of the Engine department, Holmes joined the SIU in the port of New York. Born in Ohio, he lived in Tampa. An SIU pensioner, Seafarer Holmes last shipped on the Del Rio. Surviving is a brother, Bertran Holmes, of Fort Lauderdale, Fla. Burial was in Garden of Memories, Tampa, Fla.



**Jessie W. Puckett, 64:** Brother Puckett, who sailed as a steward since he joined the Union in 1944, died in a California hospital, after a long illness. He died of complications caused by TB of the lungs, chronic bronchitis and asthma. He joined the Union in New York, and sailed out of Baltimore for many years. After he became disabled, and retired as an SIU pensioner, he returned to his native California. He is survived by a daughter, Mrs. Catherine Cobb, of Harbor City, Calif.



**David Patrick Quinn, 27:** Brother Quinn died aboard ship, just before the vessel entered the Port of New York. He was born in New Orleans, where he made his home with his wife Mary and their son, David P. Quinn, Jr. Quinn sailed in the steward department as a messman. He was a veteran of the Navy.



**Glen R. Adams, 60:** Brother Adams passed away after being hospitalized for weeks with heart trouble, at the U. S. Naval Hospital in Duval County, Fla. Born in Vermont, he resided with his wife in Savannah, Ga. His remains are being returned to his native New England for burial. An Army veteran, he served from 1940 until 1945. Brother Adams sailed as a steward.



**Cecil Leader, 72:** Brother Leader, who for three years had been an SIU pensioner, passed away from complications arising from a heart condition and diabetes. He had sailed in the Steward Department for over 40 years, many of them for the Eastern Steamship Co. He was one of the first men to join the SIU when that company was organized. He is survived by a daughter, Alva Mae Leader, 25.



**Florentino Teigeiro, 62:** Brother Teigeiro succumbed to lung disease after an illness of several months. Retired at the time of his death, he had sailed in the engine department as an F.O.W. Born in Spain, he lived in the United States for many years, making his home in Baltimore. He joined the SIU in 1941, in the Port of Baltimore.



## Extinguish Fire on Jefferson City Victory

# Bosun and AB Praised by Captain For Seamanship During Fire at Sea

Two SIU deck department men were praised in a letter of commendation by the ship's master of the Jefferson City Victory for their "excellent judgment and seamanship ability aboard this vessel during a fire at sea." The two men were Bosun Carl C. Olesen and John Chaplinsky, A.B.

A fire at sea, "that could have turned into a disaster," according to the ship's master, Captain J. N. Admire, was brought under control and finally extinguished by the two men of the crew of the SIU-manned Jefferson City Victory.



Chaplinsky Olesen

The incident began when the galley stove suddenly burst into flames. The fire was soon on the verge of being out of control.

Olesen and Chaplinsky were in the immediate vicinity when the fire started. They sounded the alarm to alert the crew. Then the two men immediately proceeded to get fire fighting equipment to battle the blaze. Their efforts were successful, and the fire was finally put out.

Captain Admire said he was "very happy with the SIU crew," and "would like to sail with these men any time." The captain went on to say that the men had conscientiously studied the ship's fire station bills, and consequently, when the fire broke out, they knew exactly where to get fire fighting equipment.

The SIU has always been concerned with safety aboard ship. Formal instruction in shipboard safety practices are given at the Harry Lundberg School of Seamanship and members are encouraged to take this instruction.

The SIU also encourages shipboard safety drills, which are held regularly aboard SIU-contracted ships.

The Union has recently been encouraging new Coast Guard rules that would make the handling of dangerous cargo, especially dangerous liquid cargo, safer. The rules proposed would make it mandatory that the crew be informed of the nature of the dangerous cargo, and that special instruction and drills be held to enable ship's crews to cope with any emergency arising from sudden combustion, leakage, or the spread of potentially lethal fumes.

## Having Some Cold Ones



Swapping sea stories with each other over some cold beers in a bar near the SIU hall in New Orleans are Seafarers (l-r) O. L. Arndt, Charles Cassary, Larry Santa Anna and Trussell Beatrous. The Seafarers are taking it easy while waiting for the next shipping call.

## Hi-Ho Silver and Away Mystery Adds Spice to Seafarer's Voyage

Thirteen million dollars worth of silver Arabian realis. That was part of the cargo on the old Istmiian ship, the Ensign Jones on a trip that was Brother F. T. DiCarlo's first voyage as a Seafarer.

The year was 1945, and recently discharged Army veteran DiCarlo boarded the Ensign Jones in Philadelphia, where the ship took on the consignment of silver coins. He remembers the

many armed guards, some of them manning machine guns, that the American-Arabian Oil Co. sent to guard its silver, which the firm was sending to the King of Saudi Arabia as royalties.

The silver was in the ship's number two hold, between decks. The captain had an armed man watching the boxes of coins at all times.

The trip ended at the Arabian

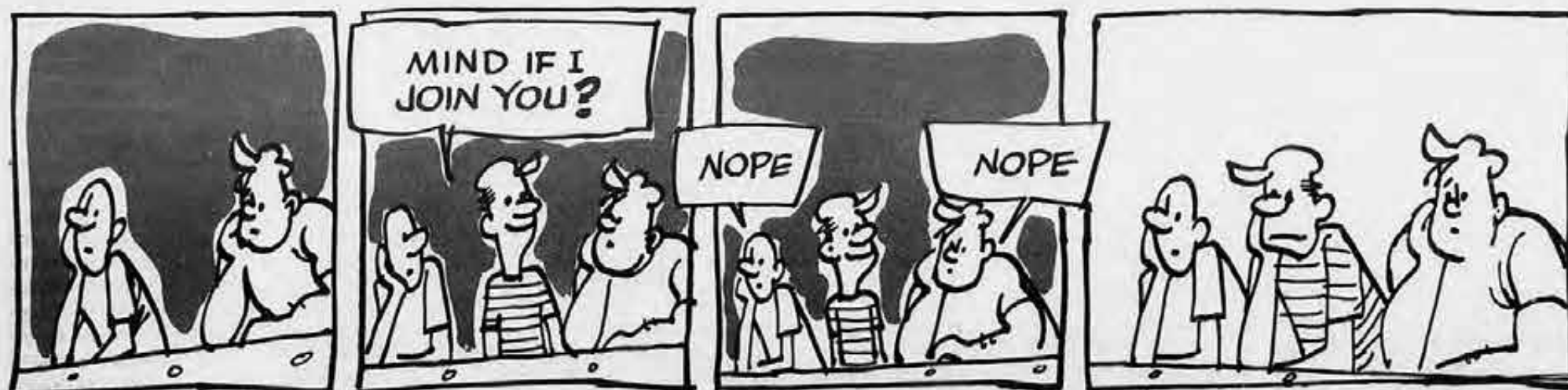
port of Ratstamura. The ship lay at anchor in the shallow water port, while the silver was transferred to barges for the trip ashore.

Brother DiCarlo laughed as he remembered the guard detail assigned to guard the millions of dollars worth of silver—one man. He was, however, armed with a rifle, a pistol, a sword and a dagger.

Apparently the lone Arabian guard missed something, for when the landed silver was tallied, one box of coins was found to be missing. The bargemen, says DiCarlo, were "worked over" by the Arabian police. They admitted that they had dumped the box overboard, hoping to retrieve it later. Divers were sent to the bottom, and the box of silver coins was retrieved.



DiCarlo







## Dr. Logue on The SEAFARERS HEALTH PROGRAM

The remarks on this page were made by Dr. Joseph B. Logue, Medical Director of the Seafarers Welfare Plan, at the National Safety Council's annual meeting, held recently in Chicago. His comments are reprinted here because they point up the effectiveness of the Seafarers medical program in preserving the health of Seafarers and their families.

Dr. Logue became the Seafarers Welfare Plan's first medical director in 1956, after serving as Isthmian Steamship Company's medical director. He retired from the U.S. Navy as a Vice Admiral. A surgeon, Dr. Logue did post-graduate work at the University of Pennsylvania, Massachusetts General Hospital and the Mayo Clinic. He also had been an instructor in traumatic surgery at the Naval Medical School in Washington, D. C.

I MIGHT point out that the health of seamen has long been a matter of prime concern to the Seafarers' International Union, since union officials have known for many years that a healthy seaman is not only a safer seaman but a more efficient seaman and a better business risk, both from the standpoint of the company which employs him and from the standpoint of the union, which is under a contractual obligation to provide able and ready seamen to its companies and to see to it that the ships of these companies are properly manned and experience no sailing delays.

Because of this concern for its members' health, and because it was felt by both union and shipping company officials that the physical examinations then being given to seamen were inadequate, the SIU some years ago began to champion the idea of having diagnostic clinics established in the vicinity of each union hall where seamen could obtain complete and comprehensive examinations.

Eventually, an agreement was negotiated between the union and its contracted shipping companies to establish such clinics through the Seafarers' Welfare Plan and in April of 1957 the first of these clinics was opened in Brooklyn, adjacent to SIU headquarters.

Since that time, clinics have been established in every SIU shipping port on the Atlantic and Gulf Coasts, while on the West Coast our affiliated union has established clinics in four ports where they examine our seamen while we, through a reciprocal arrangement, examine theirs.

We also have two clinics in Puerto Rico, as well as clinics in all shipping ports on the Great Lakes—the newest of these being in Chicago at 1301 South Michigan Avenue.

In toto we now have 23 clinics in operation and we have also, since the first clinic was opened, expanded the scope of our services so that we now provide diagnostic examinations for the dependents of Seafarers, as well as Seafarers themselves, and also have a blood bank which makes blood available for members or their dependents in any hospital in the United States or Puerto Rico.

The examinations at these clinics include a complete history, laboratory examination (urinalysis, hemoglobin, routine serology and other blood work as required), chest X-ray, electrocardiograph, and a complete physical by a competent doctor. The findings are summarized, and a card given the seaman noting when he was examined and when he is to return. This card must be valid before a man can register for shipping.

If treatment is necessary, the seaman is referred to the public health service, and must procure a fit-for-duty letter before he can ship.

For the dependents and others, we have a comprehensive insurance plan (medical & surgical benefit) under which they may be treated at any hospital facility of their choice.

Since the opening of our first clinic in April, 1957 to April, 1966, we performed 83,192 examinations of SIU members, and 14,744 examinations of their wives and children.

What are the advantages of these clinics?

It is generally accepted that an annual physical examination, thoroughly done, is one of the most important steps in preventive medicine and safety for the person's health and welfare.

Drs. Fred C. Collier and Edmund A. Dowling in

the study of breast cancer, state that early detection is certainly the most important factor in the prognosis. This is true of any cancer.

In this regard, we plan to add mammography (a new method of X-ray study of the breast for cancer) to our armamentarium in detecting breast cancer. We routinely use pap smears in the early detection of uterine cancer. The alarming increase in cancer of the lung makes it important for everyone to have a chest X-ray at least once a year.

Tuberculosis is another area where early diagnosis not only saves the patient from prolonged treatment, if not, life itself. Early detection also serves to prevent him from spreading the disease to his family, shipmates and others. It is also essential that these cases be followed for indefinite periods to guard against a relapse or recurrence.

The most prevalent conditions in which we are able to accomplish preventive and palliative medicine are in those cases of overweight, hypertension, and diabetic cases, all of which are frequently associated. These cases are advised as to regime to follow, and if medical treatment is required, they are referred to the public health service hospital or, in the case of dependents, they are referred to their local doctor.

In many instances however, our diagnostic examinations uncover conditions which are far from routine and which, although serious in nature might have gone unnoticed had not a routine examination brought them to light early in their development while treatment was possible with an excellent expectation of success.

In examinations of children, performed by our pediatric specialists, we find, aside from routine disorders, various types of congenital deformities such as club feet, eye muscle imbalance (cross eyes) and others, which under proper care are correctible.

In one particular case an examination of a young boy disclosed a hip condition which, without treatment, leads to severe deformity. Today, thanks to prompt diagnosis and treatment, he is well with no discernible limp and no pain.

Included in these examinations, we see that the children receive proper inoculations such as diphtheria, polio, tetanus, etc.

We have gynecologists to examine the women dependents, and screen each especially for cervical cancer with pap smears, as well as other routine tests. We are constantly finding pathology of one type or another.

Just a few weeks ago, we had a woman dependent who had an inflammatory lesion of the outer breast which proved to be tubercular.

In conclusion, I wish to emphasize that a "well man is a safe man". Well not only physically, but free from worry about his family left behind.

A person who is sick, or in poor health is well known to be accident prone. This is due to lack of physical vigor, or agility to cope with ordinary emergencies that a well man would readily react to safely, as he is more prone to be thinking about his own condition to give his full attention to the job he is endeavoring to accomplish.

We also feel very strongly in regard to the dependents' health program. With this program, a man can go to sea without worry with a feeling of well being that while he is away, his family is adequately cared for in case of illness and, thus, he is a better and safer seaman.

**I**N RECENT weeks and months, some of the basic precepts of free trade unionism have been challenged. Let us look briefly at the nature of the American labor movement.

The one word that best describes its day-to-day operation is "practical." We deal with one problem or one set of problems at a time. We avoid preconceived notions and we do not try to fit our program into some theoretical, all-embracing structure.

This down-to-earth, one thing at a time approach is uniquely American. And it can be said, I think, that this same pragmatic approach is a unique feature of the American legislative system.

But this does not mean—as our friends overseas sometimes say—that the United States or the American labor movement has no basic principles, no fundamental beliefs or no philosophical perspective.

All of us who are Americans know, almost instinctively, what our country stands for. We may disagree on specific issues, but we were raised in a free society and we have no need for a handbook to define it for us.

The same is true of us who are in the labor movement. We also know, almost instinctively, what the

come to an agreement which is reasonably satisfactory to both sides.

This may sound too simple to be true. But in actual fact, something very much like this is what actually happens. This is how the overwhelming majority of the 150,000 labor-management contracts now in force are negotiated.

In other words, the prevailing condition in union-management relations is labor peace, based upon agreements reached through collective bargaining.

This is due in part to the commonsense of the employers. There was a time when some trade union leaders failed to acknowledge this fact. They painted every employer as a symbol of total selfishness. While it is true that there are still many employers who fit that description, it is also true that there are many others who genuinely want to be fair and many more who recognize that fair wages and working conditions are the best way to build a productive workforce.

Bargains can be reached because each side has the same general objective—a fair share from a prospering enterprise. The union has no desire to take over the enterprise from management. The union does not want to abolish profits or dividends. The union is seeking only what the workers believe is their fair

share. Because they are conflicts, strikes makes headlines while peaceful settlements often pass unmentioned. It is not surprising that many Americans think that strikes are far more frequent, far bigger and far longer than they are. Actually, in the last 20 years, there have been about 3,500 strikes each year, as against the 150,000 labor-management contracts in force. They have involved about a million and a half workers each year—against a total non-farm workforce of some 63 million—and have lasted an average of about 12 days.

The time lost by strikes, all added together, amounts to far less than two-tenths of one percent of the total time worked. It is only about half as great as the time lost by on-the-job accidents.

Moreover, every American who is inconvenienced by a strike—even those few non-participants who suffer from one—should remember that, annoying as a strike may be, there is no alternative to the right to strike which is consistent with a free society.

That is by far the most important basis for preserving a free labor movement strong enough to strike if necessary, but it is not the only one.

Without the right to strike, there would be no strong labor movement in America.

Without a strong labor movement, wages would be lower, consumer purchasing power would be lower and another economic collapse like that of the Great Depression would be inevitable.

Without a strong labor movement, much of the social progress of the last generation would not have been made.

It is as simple as that.

It seems to me that the right to strike—a right that is so seldom exercised that it consumes far less time than coffee breaks—is a small price to pay for a prosperous, progressive and, above all, a free society.

Let me conclude with a few words about the other role of the labor movement—the AFL-CIO's function as the "people's lobby."

Trade unionists do not function solely to raise the wages and improve the working conditions of their members. True, that is their primary function. That is what they were created to do. But many years ago, the labor movement recognized that it had much broader responsibilities. It recognized—as the AFL-CIO has said for its foundation—that the best interests of union members can be served only to the extent that the best interests of all the American people are served.

We fight for a better minimum wage law, not because union members stand to gain by it (hardly any union member is paid only the minimum wage), but because it is a basic weapon in the war on poverty—a war we have been fighting for generations.

We fight for civil rights, not just for ourselves but for everyone.

We fight for ever-wider educational opportunities freely available to all Americans, not just to our children.

We want a better society in America. We are committed to the endless pursuit of perfection. This is our philosophy.

To be sure, there are those who disagree with us. There are those who believe that the measures we support, the proposals we advance, will not produce the benefits we seek. They have every right to disagree. And the disagreements should be brought, in the spirit of Thomas Jefferson, to the free marketplace of ideas where the American people will make a decision.

For nearly 200 years, trade unions have contributed to this marketplace of ideas. We believe our contributions have been greater as our movement has grown stronger. And we believe that the life of every American, and the hopes of every child, are brighter as a result.

## LABOR'S ROLE

Worthwhile reading for all trade unionists is AFL-CIO President Meany's explanation of the role of the union movement, reprinted from a recent issue of the *Federationist*.

## in a FREE SOCIETY

by  
*George Meany*

labor movement is and why. But this is not true, unfortunately, among many Americans who are not trade unionists. So a few lines of history may be useful.

From the early years of the republic it was apparent to wage-earners that there was a need for collective bargaining. Maybe they didn't use those words, but they realized that workers had to stand together in order to win fair terms of employment and to protect themselves against arbitrary and capricious decisions by management.

By now, an overwhelmingly majority of the American people also realize this fact. But it was not until 1935 that the right of workers to organize and bargain collectively was written into federal law—a law that was unanimously upheld by the Supreme Court two years later.

For more than a century before that time, workers had been trying to organize—sometimes successfully, but more often unsuccessfully—without any legal protection and often in the face of government hostility. They persevered because they knew collective bargaining was both necessary and right. They knew it was necessary simply by their experience as workers. They knew it was right because their instincts as free Americans told them so.

So eventually, what was necessary and right became, by law, the policy of the United States. There are still some who seek to evade or frustrate that policy, but in general it is accepted. Now let's see what is involved in collective bargaining.

There is nothing complicated about the basic idea. The workers get together and decide what they want and what they need in the way of wages and working conditions. They elect representatives to discuss these proposals with the employer, who may have other ideas. Then the two parties bargain until they

share, just as management is seeking a fair share for those who have invested in the enterprise. Obviously, then, a bargain is always possible, even when there are great initial differences over what these shares should be.

However, there is another factor that helps to bring about the peaceful negotiation of good contracts. That factor is the right of workers to strike—to refuse to work under conditions that are not acceptable to them.

It is the right to strike that gives meaning to collective bargaining. It is the right to strike that gives a union's spokesman some measure of equality at the bargaining table. The word "strike" may never be mentioned, and usually isn't, but both sides know the right is there.

Let me emphasize a point I have made many times. The right to strike is almost universally accepted, in theory, as a fundamental right of free workers. But it is not just a theoretical right. It is an operating right. Anyone who says he believes in the right to strike must accept the fact that strikes will sometimes occur.

I have pointed out that the vast majority of union-management contracts are negotiated peacefully. But there are times when the differences—and they may be honest differences—are too great to be overcome by ordinary means. That is when strikes take place.

Every strike, of course, is a form of economic warfare; like all wars, it is wasteful, and some people suffer from it. No one is happy about a strike—least of all the strikers who bear the brunt of the battle. And when a strike affects the lives of persons who are not directly involved, there is often an outcry about the supposed damage that is being done to the public interest.