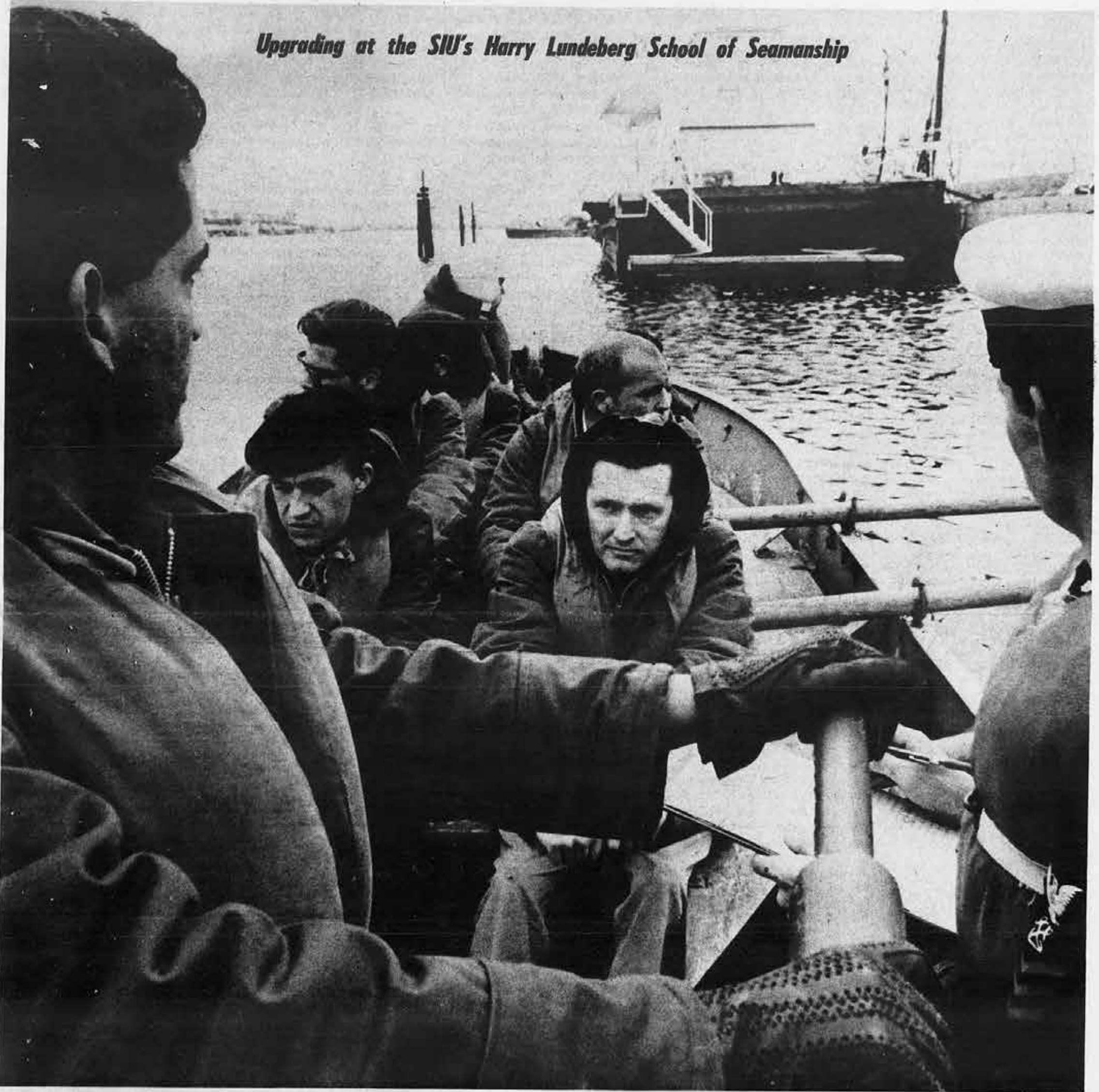




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

Upgrading at the SIU's Harry Lundeberg School of Seamanship



**SIU Engineers Program Qualifies
126th Seafarer for License**

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Hall Charges Maritime Problems Magnified By Government Hostility

EVANSTON, ILL.—SIU President Paul Hall charged here in an address before the Transportation Conference of Northwestern University on March 18 that the health of the U.S. merchant marine "is largely dependent on a favorable attitude on the part of government and if that attitude is hostile or neglectful, then maritime's problems are magnified."

Hall pointed out that although merchant shipping is private enterprise, it still can be termed "an extension of the American government."

"Maritime is a vital force in our foreign relations," Hall emphasized. "It is a key to our international balance of payments; and it is a necessary adjunct of our military forces in time of trouble—our 'fourth arm' of defense is what Congress and the Executive Branch have termed it."

"Given this unique status," Hall continued, "and given the economic realities of competing with low-cost, low wage, foreign operators, maritime depends to a large degree on the amount of tax dollars that are invested in its operations."

Hall noted that the decline of the U.S. merchant fleet has been halted only in periods of military conflicts "We have rocked along from crash program to crash program," he said, "and the valleys in between these peaks have been deep and wide."

The SIU president said that there were many who criticize the maritime industry for what they

term its "inability to compete without government assistance."

"We subsidize the agricultural industry; we subsidize the aviation industry; we subsidize the trucking industry—in fact, through special tax breaks, or through research and development funds, we subsidize the oil industry and the automobile industry and virtually every other industry in this country," Hall pointed out.

Hall who is also president of the AFL-CIO Maritime Trade Department, stressed that these were all domestic industries which compete primarily with one another "while maritime is an international industry that must compete with foreign operators who not only have the advantage of low wages, but also have the advantage of strong financial support from their own government."

Labor Blamed

Hall charged that the attack on maritime subsidies is only a "springboard" to an attack on labor, which is then held responsible "for much of this inability of the industry to remain competitive with foreign operators."

"But labor's problems in this industry are symptoms, not

causes, of the state of the industry. They are conditioned by the fact that maritime is on a downhill course," Hall declared.

The SIU president said that in a declining industry, issues concerning job security take on extra importance, as the worker must cling to what he has. However, in an expanding industry with a growing demand for workers, Hall pointed out, "they don't disappear, but they become less critical and therefore less abrasive."

Despite the critics of maritime who tend to stress the differences between maritime labor and management, "the facts are something else again. The areas in which we agree are not only significant, they are daily being enlarged," Hall said.

Despite the continued decline of the maritime industry, Hall emphasized that the SIU "holds to a course of optimism for the maritime industry. We are less inclined to look backward to yesterday's problems and more prone to look forward to tomorrow's solutions."

"My own union is intensifying the work it is doing at all levels of manpower training—from the entry ratings, to upgrading and on to preparing our members to obtain their licenses."

"This is our evidence of faith," Hall continued, "our belief that maritime does have a future, that it will require more men, and that we have a responsibility to this industry to see that the manpower is available as more and more ships become available." He noted that, in varying degrees, other maritime unions are doing the same thing.

Hall said that labor has increased its sensitivity, to the problems of the industry and is working with management in an effort to find effective solutions.

"In any event, I'm not sure that complete unanimity would be healthy—to me, it is an evidence of disinterest and decay of conformity that could spell the demise of this industry and our whole concept of society," Hall concluded.

was "analyzed from every angle." The action, he stressed, was unanimous; there were no abstentions.

The federation president read the UAW letter to the council and sketched in the background of the last 21 months "since the charges against the AFL-CIO have been issued by the president of the UAW through published statements and press releases and press conferences and so-called administrative letters to his membership."

Detailed Discussion

The council's statement, he said, resulted from the detailed discussion and reflected three proposals made at the meeting by different members of the council.

The UAW initiated a series of charges against AFL-CIO policies, program and leadership nearly two years ago. The council at one point scheduled a special meeting at Reuther's request—for an exhaustive review of foreign policy. The UAW president failed to show for the meeting.

The UAW, at its April 1967 convention, adopted a program to "modernize and revitalize" the AFL-CIO and presented it for official consideration by the December 1967 AFL-CIO convention. A few days before the convention opened the UAW asked that its resolution be withdrawn, that its delegates could not attend because of negotiations with the auto industry.

'Ultimatum' of UAW Rejected By AFL-CIO Exec. Council

WASHINGTON—The AFL-CIO Executive Council has unanimously rejected an "ultimatum" from the Auto Workers that it would disaffiliate unless the council called a special convention to consider the UAW's proposals for changes in federation programs and policies.

The council strongly reaffirmed its willingness to act on any proposal or program brought through the appropriate channels of the AFL-CIO, including a special convention, as soon as possible, but said that the UAW would have to commit itself to attending the convention and "to accept the democratically arrived at decisions of such a convention."

The decision to reject the UAW bid came at a special three-hour meeting of the council here.

At a press conference following the session, AFL-CIO President George Meany declared that the explicit conditions for the UAW to attend the convention and abide by majority rule were necessary because "of the action of the UAW in presenting us with an ultimatum."

The UAW officers in a letter to Meany dated Mar. 2 said that "should the UAW be denied the opportunity to present its program to a special convention, which alone has the constitutional authority to act upon this program, then in the judgment of the International Executive Board the UAW will have no acceptable alternative but to disaffiliate from the AFL-CIO. . . ."

Meany told reporters that every member of the council spoke on the issue, that the discussion was "low-key" and that the matter

Report of International President



by Paul Hall

The political hot stove season is in full swing now and newspapers across the U. S. are turning out a running account of the everyday activities of declared and potential candidates for elective office in the U. S.

The activities of these candidates no doubt make for some interesting reading, and the excitement of the Democratic and Republican nominating conventions lies ahead.

However, despite the fact that the Presidential campaign provides the most glamorous episodes in American political life, the importance of contests on the Congressional, state and local levels should not be minimized.

It is on this level that support for important social legislation is generated. It is also on this level that opposition to the progressive legislation and the goals of the U. S. trade union movement can be initiated.

In this connection, it is important to remember that a measure as repugnant to the interests of labor as the Taft-Hartley Act was passed over a presidential veto.

We have seen in recent years how conservative and reactionary forces on all legislative levels have been successful in thwarting and deferring the passage of much-needed social legislation in this country.

Beneath the hoopla and oratory of a candidate's drive for public office, lies the essential question that must be asked of each contestant. How did you vote?

How did you vote on Medicare? On Truth in Packaging and Truth in Lending? On a Social Security benefit hike? On Civil Rights? On 14(b) repeal and the many other important measures that our elected officials have voted on in recent years.

There are still seven months remaining before we go to the polls to select those men and women who will represent us in elective office. This leaves us with a good opportunity to appraise the voting records and attitudes of incumbent and insurgent candidates for office.

A candidate's face may look fine on a campaign poster or on the TV screen, and his words may sound eloquent when broadcast through a loudspeaker: but the old labor slogan "which side are you on" rings as true today as it did when the labor movement was fighting for its very life.

The membership rolls of the AFL-CIO have swelled considerably in the past few years and through the continued organizing efforts of AFL-CIO affiliated unions, a continued upswing in union membership can be anticipated.

However, there are still some employees in non-union companies who believe that the working conditions and fringe benefits which their employers provide are the result of the good-hearted nature of management.

It is certainly no secret that the primary motivation of the management of any company is to make as much profit as possible. The trade union movement exists today for one primary reason; management has never been, with very few exceptions, the benefactor of its employees.

It is common practice today for non-union outfits to offer their employees token fringe benefits. They do not do this because they are such nice guys but because they know that a union contract will gain a lot more for their employees than the token benefits that they pay out.

It can be said that the union member pays the dues for the non-union member. This is what the trade union movement finds so repulsive about so called "right-to-work" laws.

The non-union member who has been lulled into a false sense of security by the con tactics of a so-called enlightened management, would do well to remember that he is being used as a pawn by anti-union management, and that he is getting a free ride on the backs of union members.

Dental Checkup at Chicago Clinic



Great Lakes Seafarer Donald Mitchell recently paid a visit to the dentist at the SIU's new clinic in Chicago. The clinic is equipped with the most modern and efficient dental and medical facilities.

April is Deadline For '68 Primaries

Seafarers COPE reminds all seafarers and members of other SIU affiliates that the deadline for primary registration in connection with the 1968 elections will occur in April for the following states: Alabama (April 26), California (April 11), Florida (April 6), Indiana (April 8), Montana (April 25), New Jersey (April 25), North Carolina (April 20), Oregon (April 27), and West Virginia (April 13).

SIU members in these states are urged to contact their local and county election offices for further information.

Faith Survivor Passes the Test



SIU Welfare Director Al Bernstein helps Seafarer Lewis Gray, Jr., adjust his lifejacket, prior to passing his lifeboat test in San Francisco recently. Brother Gray sails in the deck department and survived the sinking of the Panoceanic Faith in the North Pacific, last October.

Victory for Unlicensed Seamen

AFL-CIO Reaffirms SIU's Position On 'Apprentice Engineer' Dispute

(By Washington Correspondent, Seafarers Log)

WASHINGTON, D.C.—In a decision of major significance to unlicensed personnel aboard all U.S.-flag ships, the AFL-CIO has upheld the Seafarers International Union of North America on the issue of so-called "apprentice engineers."

Federation President George Meany announced that a three-man subcommittee of the Executive Council had unanimously affirmed an impartial umpire's ruling that the National Marine Engineers Beneficial Association had "interfered with the established collective bargaining relationships"

of the SIU in violation of the AFL-CIO Constitution.

Umpire Saul Wallen had held that MEBA infringed on the jurisdiction of unlicensed personnel by placing unlicensed "apprentice engineers" aboard SIU-contracted vessels. The AFL-CIO subcommittee endorsed this finding after conducting a hearing on MEBA's appeal from the Wallen decision.

Under the Federation's constitutional procedures, MEBA is now required to comply with the decision by removing "apprentice engineers" currently on SIU vessels and by ceasing and desisting from further efforts to place apprentices on any other SIU vessels.

William W. Jordan, president of the SIUNA-affiliated Marine Firemen's Union, drew special praise from International President Paul Hall for his role in "the fight to protect the jurisdiction of unlicensed engine room personnel."

"Very Existence" Threatened

The MFOW, Hall said, was "faced with a threat to its very existence by the so-called 'apprentice engineer' rating, and President Jordan's efforts, along with those of other SIU affiliates, were vital factors in preserving their historic rights against encroachment by the MEBA plan."

The ruling by the subcommittee of the AFL-CIO Executive Council, upholds the longstanding position of the SIU that its established collective bargaining relationship and contracts with SIU companies, bar interference with its right to bargain for unlicensed personnel in all departments aboard ship. Under law and the procedures of the U.S. Coast Guard, "apprentice engineers" are unlicensed personnel within the engine department.

The new rating of unlicensed "apprentice engineer" was established by the Coast Guard on De-

cember 8, 1966. Prior to the approval of the new rating, the SIUNA and its affiliates had strongly protested the proposed certification of the "apprentice engineer" rating by the Coast Guard, on the ground the certification of the new rating would tend to create disputes and precipitate possible tie-ups or delays of American-flag ships at a time when they are critically needed for the Vietnam seafift.

The SIU position at the Coast Guard hearing was strongly supported by MEBA District 2, which has been conducting a School of Marine Engineering with the SIU for more than two years. A total of 226 Seafarers have now received engineer licenses after attending the upgrading school.

The scope of the SIU-MEBA District 2 program can be measured by the fact that between February and December 1966, the jointly-run school turned out more marine licenses than the Federal Maritime Academy at Kings Point, New York, did during the entire year. (See separate story on Page 5).

SIUNA President Hall said that the action of the AFL-CIO Executive Council Subcommittee and the earlier ruling by Wallen, under the Federation's internal disputes procedure, "completely vindicated and upheld the SIU position throughout the dispute and fully protects the historic right of unlicensed engine department personnel to advance themselves from the foe'sle into licensed ratings.

"The decision means that the program initiated by various unlicensed unions to meet the critical shortage of licensed marine engineer officer personnel continue to provide the best and most suitable means within the framework of the maritime industry to meet the possible manpower shortages.

(Continued on page 9)

Anti-Defamation League Honors Hall

NEW YORK—SIU President Paul Hall was named 'Man of the Year' by the Anti-Defamation League of B'Nai B'rith at a testimonial dinner held here on March 21.

The presentation to Hall was "In recognition of his devoted efforts and leadership in helping to build a world of freedom, equality and justice".

Joseph Kahn, chairman of the board of the SIU-contracted Seatrain Lines, in making the presentation of the award to the SIU President, cited his contributions to organized labor as well as his efforts in furthering the brotherhood of man.

Honorary chairman of the presentation ceremonies was AFL-CIO President George Meany.

Speakers at the presentation ceremony included Benjamin R. Epstein, National Director of the Anti-Defamation League and Congressman Claude D. Pepper (D-Fla.).

Epstein cited the efforts by the ADL in opposing the growth and influence of extremists in the U.S. He charged that extremist groups are responsible for the majority of hate propaganda in the nation.

In his address, Pepper urged that a strong open housing bill be passed by Congress, and rapped the House Rules Committee for bottling up the bill before it could be put to a House vote.

Attended by 1,500

The 1,500 guests in attendance at the award ceremonies, included many representatives from organized labor, civic and congressional representatives along with representatives from the maritime industry.

SIU President Hall is also the head of the 6.5-million-member AFL-CIO Maritime Trades Department, an AFL-CIO vice-president, a member of the federation's executive council and chair-

man of the AFL-CIO's Committee on Organization.

As vice-president of New York's Civic Center Clinic, an organization which provides psychiatric treatment for youthful offenders as an alternative to prison sentences, he won the Clinic's Humanitarian award.

Hall is also a member of the New York Urban Coalition, the National Assembly for Social Policy and Development, and the Advisory Council of President Johnson's youth opportunity campaign. For his efforts in providing job training and career opportunities for unemployed youth of Appalachia, through the SIU's Harry Lundeberg School of Seamanship, Hall was lauded by West Virginia Governor Hulett C. Smith and cited by the National Committee for Rural Schools for "vigorous advocacy of educational and economic opportunity for the youth of all origins" and as "a tireless fighter for human rights for men at sea."

In addition, Hall is a director of the American Immigration and Citizenship Conference, the AFL-CIO African-American Labor Center and the International Rescue Committee. He is also a founder and member of the national council of the Eleanor Roosevelt Foundation, a sponsor and trustee of the Coordinating Council for the Education of the Underprivileged, a trustee of the George Meany Foundation and a member of the National Committee for Immigration.

Founded in 1913, the Anti-Defamation League is one of the oldest and largest human relations agencies in the country.

Since its inception, the ADL has been in the forefront of the fight against discrimination, bigotry and prejudice. The ADL acts to broaden civil rights, improve relations among the nation's citizens and achieve equal opportunity for all Americans.



At left, SIU President Paul Hall is presented with "Man of the Year" award by Joseph Kahn, general chairman of the ADL testimonial dinner. Among the speakers at the event was Representative Claude Pepper (D-Fla.). Shown on dais with Hall, are, from left to right, Max Greenberg, President, Retail, Wholesale and Department Store Union; P. L. Siemiller, President, International Association of Machinists and Aerospace Workers; and Lane Kirkland, Executive Assistant to AFL-CIO President George Meany.

Ten More Seafarer Veterans Added to SIU Pension Roster

The names of ten more Seafarers have been added to the constantly growing roster of SIU pensioners. The latest additions to the pension roster include: James King, Edward McLaughlin, Aubrey Parsons, Joseph Gehringer, Everett Murray, John Avery, Nelson Hopkins, Louis Farkas, Nicolas Nomikos and Eddie Ho.

James King sailed as electrician and joined the Union in 1939 in New Orleans. Born in Alabama, Brother King now lives in Houston. His last ship was the Steel Fabricator.



King McLaughlin

Edward McLaughlin joined the SIU in the port of New York. He worked as a bridgeman and was employed by Brooklyn Eastern District Terminal. Brother McLaughlin lives in Brooklyn with his wife, Mary.

Joseph Gehringer was an AB and joined the Union in 1944 in the port of Baltimore. A native of Allentown, Pa., he now resides in New Orleans with his wife, Irma. His last ship was the Del Norte.

Aubrey Parsons sailed as cook and joined the SIU in Boston in



Parsons Gehringer

1938. He was born in the West Indies and resides in Dorchester, Mass., with his wife, Amy. His last ship was the Vantage Venture.

Everett Murray joined the SIU in the port of Philadelphia. Born in Omer, Delaware, he now resides in Camden, N. J. He sailed as an oiler and was last employed by Taylor & Anderson Towing & Lighterage Co.



Murray Avery

John Avery joined the SIU in the port of Mobile and currently lives in Theodore, Ala. A native of Michigan, Avery sailed as AB and was last employed by the Mobile Towing Co.

Nelson Hopkins was born in Baltimore and lives in that city with his wife, Mary. Joining the SIU in that port, Hopkins was a bridgetender employed by the Baltimore and Ohio Railroad.



Hopkins Farkas

Louis Farkas sailed as AB and joined the Union in the port of New York. Born in Hungary, Farkas and his wife Elza live in Hollywood, Fla. His last ship was the Raphael Semmes.

Nicolas Nomikos is a native of Greece and lives in Brooklyn with his wife, Eleuteria. He joined the



Nomikos Ho

SIU in Boston in 1943. Nomikos sailed as cook, baker and steward. His last ship was the Fairland.

Eddie Ho sailed as cook and baker. Born in China, he now lives in San Francisco with his wife, Ch Ngo. He joined the Union in New York in 1948. His last vessel was the Andrew Jackson.

authorized funds for three high-endurance cutters; the oceanographic cutter; a \$2.5-million coastal buoy tender; lower Mississippi tender, barge, depot and moorings—costing \$1,122,000—and a ferryboat for Governors Island at a cost of \$150,000.

The total construction figure recommended in the 1969 budget is \$32,772,000. The Committee, however, boosted this to \$61,772,000 by the addition of the two high-endurance cutters.

The experience of the Coast Guard under DOT is a graphic example of the treatment that could be expected by the merchant marine—already shamefully neglected in the Department of Commerce—if the Maritime Administration was ever to be put in the hands of Transportation Secretary Alan S. Boyd.

With the slash directed at the Coast Guard a matter of record, Boyd can claim little credibility for any future arguments he or the Administration may advance that MARAD would be better off in his department. The case for an independent MARAD has been made stronger than ever by its most outspoken opponents.

The crippling blow suffered by MARAD from the Administration and the Budget Bureau—a cut to a mere \$119.7 million for construction subsidies instead of the \$388 million requested—is due to be considered by the House Committee soon.

The Atlantic Coast



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

At the moment Richard Nixon appears to have an open track in his bid for the Republican nomination for President. Should Nixon get the GOP nod, the voters will again demonstrate that the darling of the conservatives is no more acceptable to them this year than in 1960 and 1962. By their votes, working men and women throughout the country will make sure that Nixon remains in his present position—a high paid Wall Street lawyer.

Once again, I want to stress the importance of registering to vote for the November elections. In addition there are many important state primaries coming up shortly, so make certain that you are qualified to vote in these elections as well.

Philadelphia

Joseph Doyle is registered and will take the first wiper's job that hits the board. His last ship was the Columbia.

After being laid up awhile, George "Frenchy" Amblard is about ready to ship. He sails in the steward department.

Joe Brooke was engine utility on the Producer. After a rest, Joe said he's about ready for another job.

John Schaller came by the hall to register for a steward department job.

Boston

Fred Woodard piled off the Sea Pioneer as AB. The ship is laid-up and Fred is unhappy about it. He'll take the first AB's job to hit the board after a vacation with the family.

Joseph McNeil is FFD again. His last ship was the Cabins, as BR. Joe is holding the hall down while waiting for a good ship.

We wish to extend sympathy to Walter Le Clair, who had to leave the Fort Hoskins due to a death in the family. Walt is an AB and 20-year man.

Norfolk

Isadore Topal will take a short rest after sailing as fireman on the Ames Victory.

After five trips to the Far East, J. B. Harris will be looking for a

North European run. J. B. has 24 years in the union. His last ship was the Mohawk as steward.

Henry Horton was oiler on the Merrimac the last time out. He recently had an operation but is now FFD again and ready to ship.

Puerto Rico

Trinidad Navarro and Julio Delgado are hanging on every call at the hall looking for slot as AB, bosun or dayman.

Fernando Munoz is chief cook on the Western Comet, while Osvaldo Rios is third cook on that vessel. Joe Gross grabbed



Le Clair Malcolm

an AB job on the Citadel Victory heading for the Far East.

Baltimore

William Strickland had an enjoyable hunting trip and is waiting around for a Coast-wise ship. Bill was last on the Bethtex and has sailed with the SIU for 18 years.

E. Malcolm returned from Vietnam on the Madaket. An AB, he would like an Isthmian ship going around the world. He has sailed with the Union since 1950.

Joe Shea had a long stay on the Yorkmar as chief steward. Joe thinks he's already to catch up on his vacation time. He's been a good SIU man for 24 years.

Sharp Increase In C. G. Funds Proposed By House Committee

WASHINGTON—Rebelling against the Administration's penny pinching on maritime issues, the House Merchant Marine and Fisheries Committee on March 11 recommended a sharp increase in funds for the United States Coast Guard, whose fiscal 1969 request of \$225-million was slashed to \$138-million by the Department of Transportation and the Bureau of the Budget.

The Committee was acting for the first time under the Maritime Authorization Law passed last year.

The Coast Guard had originally asked the Department of Transportation, its parent agency, to provide funds for four high-endurance cutters at \$14.5-million apiece. The Department cut this request to funds for three ships when it submitted its recommendations to the Budget Bureau which, in turn, cut the request to funds for only one cutter.

The Bureau added on \$14.5-million for a replacement oceanographic cutter but halved requested funds for replacement of coastal buoy tenders.

DOT rejected the request of the Coast Guard for \$45-million for a big icebreaker.

The Committee opposed this trend of maritime cutbacks and



Drydocked Seafarers Receive Benefits



Seafarer Paul Lawrence, resting in bed at the Staten Island, N.Y., USPHS hospital, receives in-patient benefits from SIU Patrolman George McCartney. Present are (l. to r.) Brothers L. Bailey, McCartney, Chas. Goldstein, Lawrence, A. Ciana, and I. Loukas. All is going well, reports Lawrence.

Three Additional Seafarers Are Newly Licensed Engineers

The names of three Seafarers have been added to the list of men who have received a second or third assistant engineer's license after attending the school jointly sponsored by the SIU and District 2 of the MEBA. A total of 226 men have now graduated from the school.

Two of the men are new second assistants, while one received a third assistant engineer's license.

Norbert Patrick is a new third assistant engineer. A native of St. Vincent, British West Indies, he lives in Brooklyn. Patrick joined the union in 1966 in the part of New York. He is 30 years old and sailed as FOWT.



Patrick

Everett Kusgen is 44 years old and sailed as chief electrician before obtaining a second assistant's license. A native of Iowa, he lives in Avoca, Iowa. Brother Kusgen joined the SIU in Mobile in 1946.

A new second engineer, Thomas Gibson sailed as FOWT and joined the union in Baltimore in 1960. Gibson is a native of But-



Gibson



Kusgen

ler, Pa. and makes his home in that town. He is 30 years old.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.

Those who qualify and wish 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 in Brooklyn, New York, 11232. The telephone number is Hyacinth 9-6600.

Upsurge in U.S. Shipbuilding Seen By Hood As 'Inevitable'

GROTON, Conn.—The "rapid emergence of the Soviet Union as a major maritime and naval power," the "accumulated obsolescence" of the U.S. Naval and merchant fleets, and the modernization which is being achieved by American shipyards, are all factors which make an upsurge in American shipbuilding "inevitable," the President of the Shipbuilders Council of America, Edwin Hood, declared recently.

Hood told a meeting of the Management Club of General Dynamics' Electric Boat Division here that the growing demands of our times plainly require modernization of the American merchant and Naval fleets. These demands cannot be avoided, he said.

"There is grave concern on the part of many experienced observers about the adequacy of American-flag shipping capability to support and sustain the objectives to which our nation is committed around the world now and in the future," he pointed out. "And, there appears to be little or no disposition on the part of the Administration to correct this deficiency. Only the Congress is providing the leadership which is so necessary in this kind of situation . . ."

Therefore, Hood continued, "it can be reasonably predicted that a program of ship construction in U.S. shipyards to restore the American merchant marine to a position of stature and prominence in world shipping affairs will sooner or later gain unqualified acceptance. Again, the decision is inevitable."

Stressing the practicability of implementing the much-needed U.S. shipbuilding program, the SCA President noted that major plant modernization programs to improve production efficiency have made America's private shipyards equal or superior to the world average. "Largely as a result of this evolution of change and improvement," he added,

"selling prices of U.S.-built ships are today still below the levels which prevailed in 1958. . ."

Hood emphasized that efforts to conserve Federal spending need not, and should not, deter an enlarged merchant shipbuilding program. He referred to an "annual (ship) construction amortization" plan which his organization proposed the Federal Government in 1966 as a solution to the Administration's problem of financing the large merchant ship-construction program now needed. This plan, he said, would spread the Government's share in the cost of building a merchant ship over the life of the ship instead of the short period of its construction.

'Should Be Revived'

" . . . under this plan," Hood explained, "appropriations requested for fiscal 1969 would enable a start in the building of more than 100 ships instead of the 10 which have been tentatively scheduled. Surely, in the light of the genuine need for ships and the budget squeeze, this 'annual construction authorization' plan should be revived and immediately adopted."

Hood told his audience that in terms of naval vessel procurements, he sees a discernible trend "toward a modestly increasing level of annual dollar volume of procurements . . . increasing builder participation in ship design . . . increasing government participation in builder's production management decisions and production operations (and toward) large programs, away from the firm, fixed-price contracts awarded solely on the basis of price."

Gravity of U.S. Maritime Situation Unfelt By White House, MTD Told

WASHINGTON—With problems facing the U.S. maritime industry "from A to Z," one man still seems not to have got the word on the gravity of the situation, Representative Jack Edwards (R-Ala.) said here recently, "and he is sitting in the White House today."

"We hear about programs from the Administration but we don't seem to be getting anywhere," Edwards told a meeting of the AFL-CIO Maritime Trades Department here, adding that the time has come "for action, not words" to aid the plight of the American merchant fleet.

A member of the House Merchant Marine and Fisheries Committee, Edwards noted that there is agreement within the Administration that there are serious problems currently facing the maritime industry but declared that "very little is done about solving them."

"They just don't seem to get the word over at the White House," the Alabama lawmaker observed. "In their setting up provisions for federal spending, they have not yet understood the need for setting a priority for maritime. Some people say they give it a very low priority. I say they don't give it any."

"We have got to find a nerve over there, and we will find it if we keep picking around long enough. We have to get the adrenalin flowing in the White House and find that nerve . . . we on the Merchant Marine Committee have been searching desperately to find it."

Pointing to the "ridiculous proposal" which the Administration advanced "in the form of a budget this year," Edwards estimated that when studied closely "there is really only about enough money to build three ships, not the ten set forth, nor the number called for." This, he said, is "just switching the money around from 1968 to 1970—and this is budget gimmickery of the worst kind."

Edwards urged his audience to continue its efforts toward a sensible shipbuilding and ship replacement program as well as for an independent maritime administration. He said he "rather suspects" the House Merchant Marine Committee—currently considering the first bill authorizing funds for MARAD—will do "a good job" in designating funds for the merchant marine but cautioned that the real test will come when the bill is considered by the House Appropriations Committee.

"Then the Administration lobbyists will be out in full force," Edwards warned. "We can find the answer," he concluded, but "the problem is that we have got to find it now."

At another MTD meeting held earlier, Representative Robert O.

Tiernan (D-R.I.) declared that the U.S. balance-of-payments deficit could be reversed if the Administration would "take off its blinders and take the cotton from its ears" to allow creation of an independent MARAD "that would devote all of its efforts and time to the rehabilitation of our maritime industry."

'Ironic' Response

Tiernan recalled last year's passage by the House of a bill calling for creation of an independent maritime agency and called it "ironic" that the Administration's response to such an agency "has been so negative."

He noted that if U.S.-flag ships were able to carry "just 30 percent of our cargo, instead of the shameful seven percent at present," the country would no longer be saddled with the balance-of-payments deficit it is experiencing today.

Citing the need for a "massive shipbuilding program," Tiernan reminded the MTD gathering of last year's refusal by some foreign seamen "to handle strategic shipments to Vietnam" and warned of the "enormous consequences to our country if a great number of foreign seamen refused to handle any American cargo." In the absence of a strong maritime fleet, he declared, "we would be crippled by such a blockade."

Daddy Won't Be Home



Grief-stricken, young and old alike wept when they learned that the 21 miners who had been trapped in a Cargill-owned mine in Calumet, La., died. Cargill had disregarded Federal safety recommendations.

Seafarer Elected To New Jersey School Board

Seafarer Louis Cirignano has won election to the Passaic, New Jersey, Board of Education.

Cirignano, in commenting on his new post, said that "education is in a period of tremendous change, nationwide," and that there are "many new problems" facing the schools. The institution of new curriculum and the building program were two of the main problems facing the board, he stated. "There's a need for continued research and study, because today's society demands advanced education. Everyone needs more education to meet the problems of daily living," Cirignano pointed out.

He never lost his goal of higher education. Resuming his academic career, Brother Cirignano went on to obtain a B.A. degree in secondary and elementary education from Montclair State College. Recently, he added a Master's degree in special education from Paterson State College of New Jersey.

Brother Cirignano specializes in teaching mentally retarded children and has worked with them since 1959. His current work in this field is under a federal aid program.



Cirignano

LOG Feature on Tides Rekindles Fond Memories

A recent letter to the Editor from a reader, Miss Mildred Seitz, provides an interesting footnote to the "Tides of History," a feature story which appeared in the February 16th issue of the LOG.

Miss Seitz told the LOG that mention of the vessel Princess Sophia, included in the story brought to mind her own voyage aboard the same vessel in 1915, three years before a whim of the tides brought about the loss of the ship.

Miss Seitz also enclosed a photo, shown below, of the ship's master, Captain Locke, which was taken during her voyage on the Princess Sophia. She wrote as follows:

Dear Sir:

Through the courtesy of a merchant seaman whom I met at the American Theatre Wing Club during World War II, I have been receiving the LOG for the past several years, and always find something of interest.

The issue of February 16 had an article of especial interest to me—the one on tides with the account of the wreck of the Princess Sophia on a late season run from Skagway, Alaska.

In 1915, I sailed on the Sophia to Skagway with a group of friends. The ship was under the command of Captain Locke who, I think, was also in command on the last fatal trip. I enclose a picture of him with a passenger, one Father Wolfe. I thought it might make an interesting postscript to publish this picture.

Although I have no present merchant seaman contacts, I enjoy the LOG and have pleasant and affectionate memories of the "boys" it was my privilege to serve at the club. I had charge of their mail.

With greetings to all those who man our merchant ships—

Sincerely,

Mildred Seitz



During 1915 voyage, Captain Locke (left), master of the Princess Sophia, is shown on deck talking with a passenger, Father Wolfe, on voyage to Skagway, Alaska. Ship sank in 1918 with 349 aboard.

Editors Note: Captain Locke was indeed master of the Princess Sophia on her fatal last voyage. As recounted in the "Tides of History," in October of 1918, during a blinding snowstorm, the Princess Sophia, was sailing toward Juneau, Alaska, when she struck a reef obscured by the storm. A quick inspection revealed that, although there was a wide breach in the vessel's hull, she was anchored solidly on the reef and inflowing water could easily be handled by the pumps aboard.

Captain Locke realized that the Princess Sophia would be likely to sink only if he tried to back her off the reef. Confident that the ship's pumps could handle the incoming water, he radioed a sister ship for help and settled back to wait.

But, a second storm suddenly broke and the elements took over.

The captain sent another, more urgent, SOS and then two more as the water rose higher and higher. The nearest ship was unable to reach the Sophia's position for six hours and was then prevented by the violent storm from approaching close enough to rescue the passengers aboard the stricken vessel.

Within 24 hours Sophia and the 349 persons aboard her, including Captain Locke were lost. The tragedy resulted in a greater loss of life than the more publicized sinkings of the Vestris off Virginia in 1928 and the Morro Castle in 1934 combined.

The loss of the Princess Sophia was attributed in the press to the storm, wind, and running seas. But a flood tide—which came at the height of the storm—actually caused the disaster by lifting the stricken vessel from its secure anchorage on the reef, and set her over on her sides to be sunk by the intruding seas.

Farm Workers A Step Nearer To NLRA Rights

WASHINGTON—The House Labor Committee has approved legislation to give an estimated 500,000 farm workers the same right to organize and bargain collectively that workers in most industries have had for more than 30 years.

The bill to bring workers on larger farms under the National Labor Relations Act has been a high priority goal of the labor movement and AFL-CIO President George Meany testified for it at both House and Senate hearings.

Representative James G. O'Hara (D-Mich.) sponsored the House bill which, after changes made by the full Labor Committee, provides:

- Coverage under the labor law for workers on farms that (1) employ more than 12 workers at any one time during the year, and (2) have a total payroll of more than \$10,000 a year.

- Permits a union representing farm workers to negotiate a union shop agreement requiring workers to join the union within seven days after their employment, rather than the 30 days allowed in industrial union shop contracts.

The coverage exemptions were drawn to exclude the family farmer. While less than one percent of the nation's farms would be covered by the law, this small number of farms employs an estimated 50 percent of the 1 million U. S. farm workers.

The committee dropped from the bill authority for pre-hire agreements but agreed to permit preferential hiring of persons who had previously worked on the farm.

The Senate's migratory labor subcommittee earlier this year approved a companion bill, sponsored by Senator Harrison A. Williams, Jr. (D-N. J.). The full Senate Labor Committee has not yet acted on the legislation.

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The Pacific Coast

by Frank Drozak, West Coast Representative



Employment for the five-county Bay area reached an all-time high for February, as did figures for California as a whole, according to figures recently released by Peter E. Weinberger, Director of Employment for the State of California.

Bay area employment rose 1,315,400, surpassing the figure of 1,277,800 for February of 1966, by 2.9 percent. It surpassed the January figure of 1,313,100. Unemployment reached 447,000, with 68,600 in the Bay area. State unemployment figures rose from January, but were under the 1967 total for February.

Foreign trade, which set all-time records for the port of Seattle in 1967, got off to a booming start in 1968, with increases in imports and exports of 32.5 and 59 percent, respectively. The Seattle Marine Exchange figures for January showed a combined foreign trade total of 326,282 tons, which is 43 percent higher than the figures for January, 1967. Domestic tonnage to and from Alaska, Hawaii in addition to intrastate tonnage, are not included in the report.

This port is constructing a new 5,000,000 bushel grain terminal on Elliot Bay, capable of handling the super-tankers and bulk carriers of the future, with drafts as great as 70 feet.

San Francisco

Congressman Phillip Burton (D-Calif.), has announced that he will introduce legislation "in a last ditch effort" to help more than 1,580,000 "of the poorest and neediest people in the land," who did not benefit from increases in social security benefits passed by Congress late last year.

Congressman Burton said the bill will assure an average increase in income of \$7.50 a month to all recipients of public assistance

(aged, blind and disabled) who also receive social security.

He pointed out that the Social Security Act permits states to allow public assistance recipients to keep up to \$7.50 a month of their outside income, without reduction in their public assistance grants. However "Governor Ronald Reagan has callously rejected consideration of this option," with the result that over 400,000 blind, crippled and aged California citizens "will not receive one nickel in increased benefits."

Wilmington

Shipping activity picked up the past few weeks with two pay-offs and 14 ships in transit. We have ten vessels due for arrival shortly. They are scheduled for transit.

Jim Foti registered for immediate shipping, which shouldn't take long with our present activity.

Seattle

Hans Berg got off the Alcoa Explorer, where he had an AB's job, to come here for a job on the Manhattan.

E. Brannan, just off the Venore as AB, is taking a short vacation. He paid-off in Baltimore after a trip to India.

We have paid off three ships this period, signed-on one and have four ships in transit. Although shipping slacked off some, we have a couple of Isthmian ships and a few Hudson Waterways vessels scheduled for payoff here.

Pelly Demands State Dept. Act To Halt Fishing Boat Seizures

WASHINGTON—Following Ecuador's seizure last week of the American fishing vessel Paramount 46 miles at sea, Representative Thomas M. Pelly (R-Wash.) has demanded that Secretary of State Dean Rusk provide immediate Coast Guard protection for American fishermen off the Latin American coast.

"American citizens pursuing their occupations on the high seas are entitled to as much protection as their fellow citizen who is protected by the police on the streets of his home town," the Congressman declared.

Pelly charged that Ecuador's claim of jurisdiction to 200 miles off her coast is "contrary to international law."

In a telegram to Rusk on March 20, the date of the seizure, he pointed out that the Paramount was the third American vessel seized off Latin America in March alone. The City of Tacoma was grabbed on March 13 while 35 miles off the Peruvian coast, and Ecuador seized the tuna vessel, Navigator, 23 miles offshore on March 2.

Ecuador generally fines the owners of the vessels and demands purchase of fishing licenses before releasing the boats. Fines and licenses run as high as \$15,000.

"The Paramount was in international waters, manned by American citizens, when she was

boarded by armed Ecuadorians," Pelly said. "Radio contact was lost with the vessel but the boarding was witnessed by other fishing boats in the area."

When Pelly requested Coast Guard protection last fall for American fishermen off the Latin American coast, the State Department turned his proposal down, saying "We will not meet force with force."

Introduces Bill

Additional illegal seizures spurred the Washington Congressman to introduce a bill in the House recently, calling for the Coast Guard Commandant to render whatever aid he deems necessary "for the protection of life and property" whenever a Latin American nation seizes an American vessel in international waters, and for American vessels on loan to the guilty countries to be taken back if the U.S. Government is not reimbursed for any fines imposed.

In presenting the legislation, Pelly cited several instances in which Ecuador used United States vessels it had on loan for the illegal seizures.

House Rules Committee Stalls Open Housing Vote

WASHINGTON—House Democratic leaders will continue to press for an "up or down" vote on the Senate-passed open housing civil rights bill.

Their timetable was thrown off when the House Rules Committee voted 8-7 to postpone action on a resolution which would have allowed the House to vote on whether or not to accept the Senate bill without change.

The alternative would be to send the bill to a House-Senate conference committee, where any compromise would almost certainly be a weakening of the Senate version—particularly its ban on discrimination in the sale or rental of housing. That's because the original House bill, passed last year, did not include a fair housing provision. And the Senate conferees would be led by the southerners who have top seniority on the Senate Judiciary Committee.

House Republican Leader Gerald R. Ford (Mich.) has pressed for the conference route—over the objections of most of the GOP's liberal-to-moderate wing. About a third of House Republicans had been counted on to join with the bulk of northern Democrats to support the bipartisan Senate bill.

Ford's strategy won the first round in the Rules Committee. Seven Administration Democrats—including three liberal southerners—voted for immediate consideration of a resolution allowing the House to vote on the Senate bill.

As expected, the five Republicans on the committee joined with Chairman William M. Colmer (D-Miss.) to oppose the move. But their motion to defer committee action until April 9 also picked up the support of two northern Democrats—James J. Delaney of New York and B. F. Sisk of California.

Democratic leaders saw a good possibility that at least one of the two would support the procedural resolution at the April 9 meeting. That would make it possible to get floor action on the eve of the scheduled Easter recess—providing not too many congressmen began their holiday earlier. The day after the recess is the start of the Reverend Martin Luther King's "poor peoples' march" on Washington—and some House members are reported concerned lest a vote for the bill at that time would look like giving in to "pressure."

Representative Celler (D-N.Y.), chairman of the House Judiciary Committee, said he thought the Senate bill could be passed "without any changes." It will be close, he said, "but we've counted noses and we can count on considerable Republican support."

The Senate bill bore a big bipartisan label, both in the drafting of the legislation and in the 71-20 vote by which it was passed.

In other congressional action:

- The House gave 381-0 approval of a bill giving the government authority to set standards for color television sets and other consumer devices that might emit harmful radiation.

LABOR ROUND-UP

The government's first consumer counsel said he will try to put "teeth and a little clout" into consumer protection programs.

Named by President Johnson to the new post in the Justice Department was Merle N. McCurdy, who served as general counsel of the National Advisory Commission on Civil Disorders. McCurdy will work under both Attorney General Ramsey Clark and Betty Furness, the President's special assistant for consumer affairs.

Employees of a Crown Cork & Seal Company can plant in Winchester, Va., voted for the Machinists in an election contest with Mine Workers District 50. The vote in a National Labor Relations Board election was 275 for the IAM, 63 for District 50, with 11 voting for neither and two votes challenged in a unit of 375 employees. Crown workers joined the unaffiliated union three years ago but were unhappy over lack of service, inferior working conditions and low wages, IAM Vice President Floyd Smith reported. The IAM will issue a new charter and prepare contract proposals, Smith said.

John R. Stevenson, who retired in 1964 after 57 years as an officer of the Carpenters, died at 81 and

was buried March 14. Before his retirement, Stevenson had held elective office as first vice president of the international union from 1952 to 1964, second vice president from 1941 to 1952, and as an officer of Carpenters Local 80, Chicago, and the Chicago District Council of Carpenters from 1907 to 1941. Born in Ayrshire, Scotland, Stevenson was apprenticed to the carpentry trade in his youth and got his first experience in labor as a member of the Amalgamated Society of Carpenters and Joiners. He migrated to Chicago as a young man and joined Local 80. His widow, two children and three brothers survive.

Members of Tobacco Workers locals in Durham, N.C., and Richmond, Va., have voted to ratify a new three-year contract with the Liggett & Myers Tobacco Company. Ten cents of the 24-cent first-year increase is retroactive to last June 10, the TWIU said, and an additional 5 cents dates back to September 30. There is a 9-cent increase the second year and 12 cents the final year. The contract also includes a cost-of-living clause, a fifth week of vacation for long-service workers, and additional holiday and higher sick benefits. About 3,000 union members are covered by the agreement.

'Back to the Salt Mines!'



This time there was no miraculous life-saving rescue. This time they died. This time 21 trapped miners lost their lives on March 8 when a raging fire erupted in a salt mine's elevator shaft, cutting the men off by 3,000 feet from their only channel of escape.

Death came to these men at the Cargill-owned mine in Calumet, Louisiana, as they huddled together for two days in a tunnel located 1,200 feet below the surface of the ground—victims of carbon monoxide poisoning. At the mine's headquarters 14 miles away, the long anxious wait of the wives, children and relatives of the trapped miners turned to shrieks of anguish and weeping as the tragic news of the fate of their loved ones was announced.

This disaster should not have happened! Only eight months ago, engineers of the Federal Bureau of Mines had recommended that the owners of the mine sink a second shaft as an escape route and for ventilation purposes. The inspectors had also suggested that various fire controls be installed.

What action did the company take after being notified of these recommendations? For all practical purposes, none! As a Cargill vice president declared in well-couched words after the tragedy, some recommendations had been put into operation while others were "in the process of approval and implementation." To put it another way, he was saying that the company did far too little and that what it planned to do was irrevocably too late for the men who had died. The company's view was apparently the same as that held by many other unscrupulous employers—that human life is cheap and that men are something to be sacrificed for greater profits.

This callous disregard for human life, which should fill the hearts and minds of all Americans with horror and outrage, is but another incident in a long trail of similar shocking

cases of indifference and neglect by employers for their employees' safety. What immediately comes to mind is the recent unnecessary fire which snuffed out the lives of five children from one family in a previously-condemned migrant farm workers' camp in New Jersey. The youngsters were trapped by flames that engulfed the ramshackle wooden shack they shared with their parents and two other children.

As in the Cargill mine case, ample warning had been given which, if heeded, would have prevented the disaster. Two months before the migrant fire tragedy, the Jills Brothers—one of the largest growers using seasonal workers in the area—had been fined a piddling \$100 for flagrant fire violations that endangered the lives of all in the run-down and barely inhabitable camp. Only after the five children had been consumed in deadly flames did the New Jersey authorities find out that the fire violations at the Jills camp had not been corrected as ordered.

But what is even more unbelievable about the mine disaster is that the Cargill company was not required by law to comply with any of the recommendations made by the U.S. inspectors. These recommendations did not have the force of law," declared a mine bureau official.

There are faults in too many safety laws which put the stamp of approval on conditions under which lives have been lost. There is no question that many employers are sacrificing the well-being of their employees in their lust for profits. We must have safety laws with teeth in them to help protect workers from these avaricious bosses. There is no room for compromise where the choice is between property and profits, on the one hand, and life itself on the other.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Out of a total of 4,571 deep-draft vessels calling at this port in 1967, just 1,085 were United States-flag vessels. This was a drop of five percent from 1966.

The New Orleans Traffic and Transportation Bureau, at their annual meeting recently, made proposals to improve the Port of New Orleans and make it competitive. Among the proposals was one to "defend and initiate the import, export, coastwise and intercoastal rate adjustments under which foreign commerce is now moving through the port, and defeat attacks by competing ports which are inimical to our best interests."

An additional proposal was to "expand efforts of the Bureau to keep the port of New Orleans competitive with ports in the mid-continent area served by the St. Lawrence Seaway, also competitive with the Pacific Coast ports, particularly with reference to overland and OCP rates, as well as with other Gulf ports and ports on the North and South Atlantic."

New Orleans

The *Del Norte* is heading to West Africa as a freighter, after years on the South American passenger run. Only the *Del Valle* remains laid-up, following the strike. She will crew-up soon. Oldtimers returning to the *Del Norte* include: Nick Pizzuto, Joe Martello, Bill Kaiser, Justin Wolfe, John Mahoney.

Charles Garrison, Edward Smith, Oren Dowd and "Whitey" Peredne are among our Brothers in the USPHS Hospital here.

"Buck" Estrada is waiting on a steward's job. He was second steward on the *Del Norte*. Buck has sailed 18 years, mostly on passenger ships.

Lynn Smith had an accident on the *Del Campo*, but doesn't think his injury was too serious. Lynn was on the ship seven days and really looking forward to making the trip.

Houston

Shipping has been very good in all departments during the last period. The outlook is fair for the coming period.

The SIU-IBU-contracted company, National Marine Service, has launched four new 1000-horsepower tug boats. At Jeffersonville, Indiana, the tugs *National Crest*, *National Flag*, *National Star*, and *National Pride*

were added to the fleet, for a total of 18 vessels.

The main subject in this city is politics, with local candidates preparing for the May elections.



Barnett

Martello

Labor has several candidates, particularly Dan Yarborough, Democratic candidate for Governor.

The West Gulf Ports Council of the AFL-CIO Maritime Trades Department sponsored a dinner-dance for State Legislator Jim Clark. A sellout crowd attended. Labor is also concerned with another important Harris County election. Clyde Doyal, Mayor of Pasadena, has thrown his hat into the ring to challenge Bob Casey, four-term Congressman. Doyal has the full support of labor in this race.

Mobile

J. D. Morgan had to leave the *Transsuperior* due to the illness of his wife. We wish her a quick and full recovery.

Tom Caylor is registered group one, engine department. He just got off the *Kenyon Victory*, where he was chief electrician on a Vietnam run. Tom's father recently passed away.

After a good stay on the *Alcoa Roamer* as night cook and baker, James Barnett had to leave when the ship was sold and renamed *El Dorado*.

Leroy Gulley returned to this area after shipping from San Francisco. Leroy has been a member since the Union's inception, sailing in all steward department ratings.

Charney Survivors Head Home



Glad to be alive, Seafarers from the SIU-of-Canada-contracted *Charney* board a plane for Montreal at Norfolk, after being rescued when their ship sank in February. Everyone was saved. At front is Brother J. Couillard, AB. Behind him are Seafarers P. Fraser, bosun; P. Duval, steward; R. Caron, oiler; G. Journeault, 3rd eng.; P. Berube, 1st mate; Harvey, 2nd mate; and A. Boulianne, oiler.

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

By Sidney Margolius

Advertisers Bilk Teenagers

"They make these children old at 16," one concerned mother observed.

She was referring to a Yardley hair products ad in *Seventeen* magazine: "You were probably bouncing along somewhere between your twelfth birthday and Sweet Sixteen, and suddenly that wonderful little-girl shine wasn't there anymore. Sad, but just when you begin to need everything you've got, some of it begins to go."

Yardley, of course, sells five different products to solve this problem it created.

Of all the sellers today hunting the teen-agers and their \$14 billion a year of spending money, the cosmetic manufacturers are the most avid and least scrupulous. They use all devices, from playing on teen-age fears and anxieties, to encouraging sexuality. They have willing allies in the big commercial magazines published for teen-agers, such as *Seventeen*, *Glamour*, *Charm*, *Teen* and *Mademoiselle*, with new ones such as *Eye* and *Cheetah* now also seeking to cash in on this market.

Cosmetic manufacturers are not the only trade seeking to stimulate teen-age spending. The fashion, furniture, auto, record and jewelry industries all are working hard at influencing this supposedly rich market. It's a revelation to see many ads for diamond engagement rings in the teen-age magazines—ranging from \$200 to as much as \$5,000. Teen-age girls are encouraged to expect to have such expensive household accessories as Lenox and Syracuse china and crystal when they marry, at \$115 for six place settings. Presumably they will buy such equipment on the installment plan ("if Mommy and Daddy don't still give me my allowance," one mother comments).

But the cosmetic manufacturers are the most manipulating and when they manipulate the girls, the girls in turn influence the boys.

There are as many different cosmetics and lotions for teenagers now as for older women. In fact, many of the products now being promoted for the youngsters are those traditionally manufactured for mature women, such as astringents and facial masks.

Not that 17-year-old girls really have wrinkles. But at this age they are uncertain about their attractiveness, and the cosmetics manufacturers are playing on this anxiety to sell the kids a host of high-priced products.

We counted up actually 36 different kinds of cosmetics and beauty products promoted to teen-agers. This does not mean different brands or sizes, but different kinds of products for different purposes. No doubt there are more.

Our survey found 13 different make-up items alone, ranging from cream base to "eye highlighter." Next largest category is cleansing products, from special "beauty soaps" at \$1 a bar, to skin creams, lotions and moisturizers.

Another big category is hair products. A shampoo is not enough. The products being promoted include conditioner, tints and "lighteners," hair sets and sprays.

Other categories include the smelling products such as cologne and perfume, and the non-smelling products, such as deodorants. Not only the manufacturers, but the magazines themselves—in their editorial columns—have no hesitation about telling teenage girls to buy a half-ounce bottle of perfume for \$15.

Toiletries manufacturers now even sell special products for different parts of the body. Yardley sells a "bubbly wash" for the teen-age face but recommends a "beauty soap" for the body. It "does what the wash does for your face." (It washes it.)

Even more than for adults, cosmetic and fashion manufacturers use sex heavily to sell teen-agers. For example:

A bikini bathing suit ad: "Nobody's little girl and Dune Deck shows it."

For Revlon's shiny lipsticks: "The mouth that wears them sends messages."

"He can't get you out of his mind when Wind Song whispers your message."

For Bourjois: "Go my love, stand outside underneath the moonlight sky and I will blow you kisses on the wind."

"Avant-gardes stop at nothing."

For perfume by Dana: "Why not wait in ambush."

Remember: Every one of these "messages" was taken from ads in current teen-age magazines.

Seventeen magazine, one of the biggest beneficiaries of this kind of salesmanship, calls this "The Talent Generation." Well, one talent it may not have is a sense of values, and an understanding of the need to guard its earnings from the commercial prowlers.

Parents themselves may not be making the most of the available techniques for teaching values. A survey of young teen-agers by a Port Washington, New York, PTA found that only a little over half the parents do any actual teaching of how to buy, and fewer than half discussed family money questions as a family.

The least that parents can do is show girls that a 49-cent or at most 79-cent lipstick is exactly the same as a \$2 one. The ingredients in all lipsticks have a value of less than 2 cents.

File Beneficiary Cards

To facilitate payments of Seafarers death benefits, the following points are brought to the attention of the membership:

Eligible members are entitled to a maximum death benefit of \$4,000, payable to a designated beneficiary of their choice, but subject to burial expense of up to \$1,000.

The designated beneficiary, if related to the Seafarer as one of the following, is entitled to a death benefit of \$4,000: spouse, child, stepchild, mother, father, grandparent, brother, sister, grandchild, stepbrother, stepsister, stepmother, stepfather, half-brother or half-sister.

If the designated beneficiary does not qualify as outlined above, then such designated beneficiary is entitled to a death benefit of \$1,000.

If no beneficiary is designated, the death benefit is \$1,000, payable to the estate of the deceased; however, if one or more heirs to the estate come under the category of beneficiaries entitled to maximum benefit, then the estate is entitled to \$4,000.

All members who have not designated a beneficiary with the plan are strongly urged to do so without further delay in order to protect their families.

Beneficiary cards can be obtained from any union hall.

U.S. Dependent on Runaways In Event of National Crisis

WASHINGTON—Runaway ships flying foreign flags still comprise the bulk of the fleet upon which this country will have to depend in the event of a national emergency, the Maritime Administration shows in its latest report on vessels the United States Navy claims to have under "effective control."

The document shows that a total of 422 vessels, aggregating 14,553,000 deadweight tons, have fled from American wage, benefit and safety standards, to sail under the flags of Liberia, Panama, and Honduras, as of the end of last year.

The remaining American-flag maritime fleet, consisting mostly of obsolete World War II vintage ships, lags at about 14-million DWT.

Alleged Control

Of the foreign-registered vessels listed by MARAD, 344 are run by companies controlled by American citizens, and although non-U.S. citizens hold 51 percent of the stock controlling the 78 other remaining foreign-flag ships listed, the Navy maintains that these vessels, too, are under its "effective control" for use "in the event of war or national emergency" because of obligations set forth in the companies' contracts.

MARAD notes that as many as 191 different companies are responsible for these runaways—the great majority of the U. S. controlled.

The report's analysis of registrations shows that Liberia still is by far the leading haven for these vessels, having already attracted 309 of the 422 ships, or 11,252,000 DWT, to its flag. Pan-

ama follows with 104 ships totaling 3,262,000 DWT, and Honduras has nine freighters with a deadweight tonnage totalling 38,000.

The bulk of the Liberian tonnage is made up of tankers (10.7-million DWT) numbering 174. Liberia also leads the field with 3,198,000 DWT in 93 bulk and ore carriers and with 39 freighters totalling 428,000 DWT.

Panama leads only with six combination vessels, totalling 43,000 DWT, as opposed to Liberia's three combination ships weighing 24,000 DWT in the aggregate.

For years, the Defense and Navy departments have clung to the concept that foreign-flag ships operated by American-based companies are under the U. S. Government's "effective control." This despite the fact that the Defense Department once tried to charter foreign-flag ships for the vital sealift to Vietnam and failed. To meet that emergency, old World War II ships had to be quickly pulled out of mothballs.

MARAD's report lists only the alleged "effective control" ships registered in Liberia, Panama and Honduras and therefore does not illustrate a complete picture of the runaway fleet. In January 1967, MARAD listed the total runaway tonnage—some 16-million deadweight tons registered in 17 foreign countries.

SIU Vessel Gets Spring Spruce-Up



Seafarer John A. Rawsch was kept busy sprucing up the SIU-contracted Calmar, while ship was at Brooklyn dock recently. Rawsch graduated from SIU's Harry Lundberg School of Seamanship.

AFL-CIO Reaffirms SIU's Position On 'Apprentice Engineer' Dispute

(Continued from page 3)

"This decision clearly assures that attempts to by-pass the available pool of skilled unlicensed engine room personnel presently meeting Coast Guard requirements for marine engineer licenses will not be tolerated under AFL-CIO procedures. All unlicensed engine room personnel and their unions must regard these developments as an important victory in the necessary battle to preserve their historic rights and opportunities against encroachment by licensed marine officer organizations."

Dispute Began in 1966

The apprentice engineer dispute had its beginnings in mid-1966 when MEBA and its affiliate District 1 entered into an agreement with various shipowners to establish an "apprentice engineer" training program, under which these trainees would be advanced into jobs as licensed marine engineer officers. The MEBA program was formulated in a manner which would put the apprentices into unlicensed jobs completely within the control of MEBA.

In the Fall of 1966, when the Coast Guard announced its proposed regulations to establish a rating of "apprentice engineer," the SIUNA and its affiliates informed the Coast Guard that approval of such a classification for unlicensed seamen in the engine room without a public hearing

would not allow an adequate airing of the issues involved, and urged the Coast Guard to schedule public hearings in the matter. The SIU position was set forth in a telegram to Rear Admiral C. P. Murphy, chief of the Office of Merchant Marine Safety of the Coast Guard, and was signed by Hall and Jordan.

In support of its position, the SIU noted that "there is presently available a large pool of skilled and experienced engine room personnel, and that all of the unions representing these men, such as the Marine Firemen's Union, SIU Atlantic and Gulf District, and National Maritime Union, have programs for upgrading qualified unlicensed men to licensed engineer's ratings."

"Because the issues raised here are of such critical importance not only to the members of our affiliated unions but to the entire merchant marine and the nation, we do not believe that these issues can be satisfactorily aired through the submission of written comments as you have requested," the SIU telegram added.

As a result of the SIU protest and request for a hearing, the Coast Guard held a hearing on the disputed rating on November 22, 1966, but subsequently approved the new rating.

In announcing approval of the "apprentice engineer" rating on December 8, 1966, the Coast

Guard said that the rating would not be required by Coast Guard certificates of inspections, 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 "Apprentice Engineer" matter came to a head in November of 1967 when MEBA began placing the first such trainees aboard SIU-contracted vessels of the Delta Steamship Line and ships operated by Moore-McCormack's Robin Line. The SIU immediately protested this action to the companies involved as a direct violation of its established collective bargaining relationship and demanded removal of the apprentices from the vessels. When the companies failed to accede to the SIU's request, the SIU began picketing the vessels.

SIU Position Upheld

An attempt by Delta to invoke procedures of the National Labor Relations Board on the ground that the SIU's action was an unfair labor practice arising from a work assignment dispute, led to proceedings in court in New Orleans for an injunction against the SIU. However, Federal District Court Judge Fred J. Cassibry rejected the petition and upheld the SIU's position.

The invocation of the AFL-CIO internal dispute procedures by the SIU followed Judge Cassibry's decision on January 11, 1968, which held that SIU contracts involved the supplying of all unlicensed personnel and that "apprentice engineers" were included in this category.

Further proceedings before the National Labor Relations Board and the U.S. Court of Appeals, Fifth Circuit, are still pending.

Charge Rejected

In the course of the internal disputes proceedings before the impartial umpire, MEBA filed a separate charge against the SIU under Article XX, but this charge was totally rejected in the final determination by Umpire Wallen.

The subcommittee of the AFL-CIO Executive Council which reviewed Umpire Wallen's determination and findings against the MEBA consisted of AFL-CIO secretary-treasurer William F. Schnitzler, and AFL-CIO vice-presidents Max Greenberg and John H. Lyons.

Greenberg is president of the Retail, Wholesale and Department Store Union and Lyons is president of the International Association of Bridge and Structural Iron Workers.

SIUNA President Hall, in his statement regarding the decision by the subcommittee of the AFL-CIO Executive Council, also praised the work of SIUNA general counsel Howard Schulman in advancing the SIU position throughout the dispute.

He said the decision would stand "as a landmark in protecting the rights of unlicensed personnel in all departments, and particularly those in the unlicensed engine room rating."

More Study Time, Funds Asked On New Atlantic-Pacific Canal

WASHINGTON—Unless Congress grants more time and money for continued investigation into the creation of a new Atlantic-Pacific canal outside of Panama, the study will have to be curtailed, Robert B. Anderson, chairman of the Atlantic-Pacific Interoceanic Canal Study Commission, told the House Merchant Marine and Fisheries Committee this month.

The Commission is currently researching the feasibility of excavating canal routes by controlled nuclear explosions, and is directing its attention on the only sea-level canal route outside Panama—called Route 25—in Colombia.

"Our remaining time and money will not permit a full evaluation of its suitability for either nuclear or conventional excavation," Anderson told the Committee. "The importance of this alternative to the nuclear and conventional routes in Panama is well known to this committee."

He was apparently referring to the strained Panama-United States relations which have developed over the question of which nation should control the Panama Canal. When details of new treatment

Last year, the Canal Commission's request to extend the final reporting date to December 1, 1970, and to increase the appropriations from \$17.5 million to \$24 million, was refused by the House.

Anderson noted that at least five study groups are working with the Commission to provide data and guidance. Foreign policy considerations are under review

by an interdepartmental group headed by Robert M. Sayre, Deputy Assistant Secretary of State for Inter-American Affairs.

Sayre's group has three essential goals, Anderson said. These are:

- To evaluate the effects of constructing a sea-level canal, on relations between the U.S. and the canal-site countries, and the countries making use of the canal.

- To advise the Commission as to whether U.S. foreign policy interests are best served by a conventionally or nuclear-constructed sea-level canal.

- To advise the Commission on the foreign policy aspects of sea-level canal financing and operation.

Another study, said Anderson, is concerned with interoceanic and intercoastal shipping. The group is headed by M. Cecil Mackey, Assistant Secretary of Transportation for Transportation Policy Development. Its purpose is to:

- Analyze long-range trends in intercoastal and interoceanic shipping related to the canal.

- Examine the interrelationships between the canal, shipping, and finance.

- Cooperate with other agencies in analyzing the effects of various toll collections and distribution plans on interoceanic shipping.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The port of Detroit is buzzing with fit-out activity. The entire Boland and Cornelius fleet (15 ships) will be fitting out by April 1. The *John J. Boland* was the first to sail when she left Nicholson's dock in Detroit on March 11.

The *Iglehart* (Huron Cement) delayed its initial voyage one week, due to heavy ice conditions.

The deck department was laid off until the ship is ready to sail.

The Automobile Salesmen's Association (ASA-SIU) signed twelve new contracts during the past month and has picket lines up at five dealerships in the Detroit area.

Important COPE meetings will be held in Cleveland and delegates from Michigan and Ohio are expected. Since this is a presidential year, it is most important that we bring Union members up to date on issues and problems in the coming campaign and work out any COPE organizational problems.

Duluth

Our recruiting program has gone quite well with a total of 25 ABs, 19 FOWs, two second cooks and 45 for OS or wiper. A total of 470 men applied for seamen's papers, giving us a grand total of 561.

Emil Tapani, who sails as fireman, applied for his pension. We wish him lots of luck.

Our MTD port council meeting was a great success with 34 unions being represented. Peter McGavin, MTD executive secretary-treasurer, was principal speaker.

The IBU dredge agent reports that the tugs should be operating around the middle of April.

Buffalo

Registration is on the increase here and requests for physical appointments are heavy. Heavy fog closed this port for two days and air traffic was at a standstill. The port authority claims the ice boom will be removed from the mouth of the Niagara River around the middle of April.

Frankfort

Harold Rathbun, port agent, fitted-out the *Diamond Alkali* in Manitowoc shipyard, recently.

The ship has a full crew in the unlicensed department and is expected to sail soon.

The Ann Arbor Railroad is expecting the *Milwaukee* to begin operating from here about the first week in April. Shipping has been good and there are plenty of jobs available.

Cleveland

The recruiting drive for new men is coming along fine. All hands in this area have received their vacation checks.

On checking with the companies in this area concerning fit-out, we have the following information. Self-unloaders should be out by April 10. Straight deckers should be underway by the middle of April or later, weather permitting.

The next port MTD council meeting is scheduled for April 5.

Alpena

The *Iglehart* (Huron Cement Company) was due here March 14, but due to ice conditions, the forward-end crew was paid-off on March 13. Since then the forward-end crew was notified to return to work, March 19, with no tentative date of arrival in Alpena.

Chicago

The recruiting program put into motion by the Union and companies has been a total success.

It is expected that in the winter months of every season, similar recruiting will take place with teams going into the northern section of the Midwest to be assured of maintaining a steady flow of young men in this industry.

Fitting-out has begun with the *Detroit Edison* and the *Chicago Trader* will follow shortly. There was a record turnout at a recent meeting of national COPE, where the total emphasis was on the reelection of President Johnson.

Farm Workers Visit SIU Vessel



SIU Patrolman Mike Sacco (standing) shares a lighter moment with two striking California farm workers during a recent visit aboard the SIU-contracted Sea-Land ship, the *Afoundria*, at Brooklyn dock. AFL-CIO Farm Workers are SIU guests during N.Y. picket drive.

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

From March 7, 1968 to March 20, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	1	2	2	1	12	6
New York	56	53	34	31	5	171	117
Philadelphia	9	6	5	3	3	11	13
Baltimore	22	14	22	8	0	121	65
Norfolk	17	13	8	8	9	21	42
Jacksonville	12	11	8	1	3	14	10
Tampa	7	4	4	2	0	24	13
Mobile	26	17	8	4	3	70	44
New Orleans	43	30	43	21	4	151	96
Houston	27	40	21	14	10	106	73
Wilmington	10	16	17	13	18	27	1
San Francisco	21	33	37	59	46	65	40
Seattle	16	18	17	8	15	62	19
Totals	272	256	226	174	117	845	533

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	1	1	1	3	7	5
New York	37	60	24	36	14	117	97
Philadelphia	11	5	5	9	11	18	17
Baltimore	17	21	14	19	9	77	60
Norfolk	13	6	6	2	13	17	14
Jacksonville	5	6	8	9	3	6	12
Tampa	7	11	1	2	1	6	11
Mobile	23	19	7	6	2	64	30
New Orleans	22	50	35	24	2	74	118
Houston	21	29	16	23	5	97	41
Wilmington	14	8	9	12	17	14	1
San Francisco	47	44	26	44	29	37	16
Seattle	10	16	11	12	10	27	14
Totals	230	276	163	199	119	561	434

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	1	1	1	1	2
New York	19	21	38	17	8	145	33
Philadelphia	10	5	5	2	4	19	8
Baltimore	16	18	14	10	6	73	55
Norfolk	6	11	8	6	18	11	21
Jacksonville	6	4	14	13	12	7	3
Tampa	6	3	4	3	2	8	4
Mobile	20	12	1	4	2	72	24
New Orleans	36	29	28	17	1	158	73
Houston	30	16	27	16	2	87	36
Wilmington	13	5	8	5	7	24	2
San Francisco	38	11	58	10	50	39	21
Seattle	17	11	5	3	10	43	11
Totals	219	148	211	107	123	687	293

Report Cites Soviet Oceanographic Gains

Soviet oceanography's growth rate "clearly exceeds that of the United States," a recent report by the deputy commander of the U.S. Naval Oceanographic Office, Captain T. K. Treadwell, declares, and "if they continue at the same rate and we continue at the same rate, they will clearly be the world's leader in oceanography in another 20 years."

As it is, Treadwell points out, "The important thing about the Soviet oceanography program is not how large or how good it is, but the fact that it grew to be roughly the equivalent of the U.S. effort in less than 20 years."

Treadwell's conclusions illustrate the growing dissatisfaction of U.S. experts with the state of American oceanography and the general feeling that, though we are doing more in this field than we were ten years ago, the pace is still too slow.

The chief scientist of the Navy's Deep Submergence Systems Project, Dr. John P. Craven, has noted that "based on studies by the Interagency Committee on Oceanography, President Kennedy in 1963 proposed a \$2-billion, ten-year program to explore and develop the oceans. In four years, we have spent less than one-sixth of the amount President Kennedy estimated to be necessary to achieve the goals he set forth," he said.

Among the reasons usually given for the slowed effort are the costs of the Vietnam War, government red tape, interagency rivalries, lack of long-range planning, too little cross-disciplined teamwork, and the growing pains of this relatively young field.

While oceanography is considered important in national defense, such as in submarine detection and warfare, the Panel on Oceanography of the President's Science Advisory Committee was recently forced to conclude that we "hardly have sufficient information" on the ocean environment for effective development of Navy antisubmarine warfare needs.

"The most urgent aspect of federal involvement

in ocean science and technology for the next five to ten years," the panel stated, "relates to national security in the strictly military sense."

In partial response to this need, the Navy organized ASWEPS—Antisubmarine Warfare Environment Prediction Services—to collect data on, and forecast, surface and subsurface ocean conditions affecting naval operations.

"The general level of research in the Navy's Man in the Sea Project, aimed at enabling man to live and work in the ocean depths for extended periods, is inadequate," the Panel continued. "Insufficient attention has been given to biomedical problems of survival in this dark, cold, high-pressure environment and our efforts in this field lag well behind those of other countries."

A high-level oceanographer who works closely with the Navy recently noted that the deep ocean research program is grossly underfunded and that the deep submergence search and rescue program is not adequately integrated with the research program.

The program received only \$24 million for fiscal 1967, far less than the amount sought by the rescue group under a \$300 million search and recovery capabilities project which was prompted by the loss of the submarine *Thresher* with all hands and would be administered over a ten-year period.

Rear Admiral O. D. Walters, Jr., Navy oceanographer, agreed that "Sometimes there are lean budget years. We could use more in deep submergence and ocean engineering. Deep rescue and deep search programs are very costly."

The Navy responded to the report of the Panel on Oceanography by creating Deep Ocean Technology, a group to work on extending submarine operating depths; developing the technology of deep submergence systems and antisubmarine warfare; and developing new materials, power sources, structures, equipment and instruments to support advanced weapons systems in and on the ocean floor.

LOG Cover Photo Wins Reader's Praise

To The Editor:

I am writing to see if it is possible to secure a copy, for framing, of the picture that appeared on the front page of the November 24, 1967 issue of the SEAFARER'S LOG.

This is one of the best photographs I have ever seen.

Sincerely,
John G. Brandis
Columbia, Missouri

Praises Proposal To Tax Runaways

To The Editor:

Representative James Howard (New Jersey Democrat) has presented the House with a concrete proposal to make American runaway-flag operators pay their fair share of taxes to the American budget. This, at last, is a measure that should directly contribute both to our balance of payments, now in such dangerous straits, and to a partial regeneration of an American-flag fleet which has been dwindling down to almost nothing since the conclusion of World War II.

To allow American corporations to build and register ships abroad, where they can escape American taxes, safety standards, etc., is no way to promote American enterprise, because then it is no longer really "American". It is a good way to channel money out of this country. That's not good.

Richard Henshaw

LETTERS To The Editor

Seafarer's Widow Thanks SIU

To The Editor:

I would like to thank the welfare department for their prompt attention after the death of my husband, Ephraim V. Jones.

E. V. always said there never could be a better union.

Sincerely,
Mrs. Anna Jones
Ocala, Fla.

MARAD Budget Same Old Story

To The Editor:

It must be obvious by now that the merchant marine is going "kaput". The Administration couldn't care less. They just cut MARAD's \$388-million request for the coming year down to about \$119-million, which really represents only about \$18-million added on to last year's unused maritime funds.

How in the world can a total of only ten new merchant ships bring America back to maritime preeminence? Especially when MARAD said that at the very least 30 would be needed this coming year, and that that wouldn't even do it?

The whole thing has me exasperated. It's the old story of a tired bureaucracy plodding along and doing almost nothing. Yet the maritime industry

and elected government officials, have tried time and again to wake it up.

I don't understand how the Administration cannot realize the importance of our merchant ships and the maritime industry. They build jobs. They help our war effort as no airlift can. They could pump the nation's economy back to life, if they only get the chance. They could corner the world trade market of sea-borne commerce, if they only are given the chance.

If the United States grabbed the lead in research and development of new kinds of ocean-going vessels, with new propulsion systems, new navigational devices, new fuels, and so on, it could be a huge boost for the country. Just as with the space program, these developments could leak over into benefits for everyday living too.

We could pioneer in under-sea work, too. Right now, the United Nations and the Congress are talking about ideas to have an international body control the seas outside of territorial limits. Yet many people are saying that the country isn't ready for this because we don't know enough about what's down there. Well, why doesn't the Administration pick itself up, get moving, and find out? Why doesn't it put on the steam and get to work on scientific research for a modern merchant marine and oceanography program? There's no conflict here, because a development in one might be used in the other.

We can't afford to fall behind.

Rod Morrisey

Put Union Seamen On Queen Mary

To The Editor:

I am a seaman in the engine department and an avid reader of the Seafarers LOG for the past five years.

It is with great trepidation that I have noticed in the LOG of March 1st, 1968 that the crew of the newly-purchased ocean liner Queen Mary will be Civil Service employees, rather than members of the Seafaring unions.

I am definitely not in favor of such a stance and must say that whatever ship is afloat it must be handled by experienced members of Seafaring unions.

I am asking you to publish this little missive so that all Seafarers like myself will get up with pen in hand and not sit there marking time.

Fraternally yours,
R. C. Harris

Raps Lawmakers For Medicaid Cut

To the Editor:

I just can't figure how some politicians think, particularly many of the "great minds" in the New York State Legislature. These politicians are always talking about how concerned they are with improving the public welfare. So what do they do? They cut Medicaid benefits, and hurt those most in need of medical financial aid—in other words, the overwhelming majority of the people. Some logic!

William Bennett

Seafaring Artist Vernon Douglas Keeps Busy in Shipboard Studio

The foc'sle of steward Vernon Douglas aboard the Calmar (Calmar), looks like it would be more at home in Greenwich Village than aboard a tanker. Brother Douglas, a self-taught artist, has a number of his paintings and drawings decorating his quarters.

"I started painting about three years ago," he told the LOG. One day he and a friend were "messaging around" with a pencil and paper, drawing figures. Brother Douglas thought his work looked pretty good so he "kept drawing, first sketches, then oils." The Seafarer has "no particular subject." He paints anything that strikes his fancy.

At the beginning, Brother Douglas "started with small paints and paper instead of canvas, because I didn't know if I'd keep it up." His original wooden easel "broke during a storm at sea." Although he has sailed for 20 years, the sea is not his major source of inspiration.

Uses Photographs

Douglas is first really getting around to the sea as a subject right now.

He enjoys doing portraits and painting from photographs. He has done five portraits so far—including children of the Captain and Mate, and the niece of the Baltimore Port Captain. He has also done a self-portrait. Douglas has tried modern art and is thinking of taking a crack at cartoons in the near future.

One of his most interesting works is a reproduction of a painting he saw hanging over a bar in Okinawa. The painting showed a group of dogs, some dressed like humans, standing around a bar, drinking. Douglas got a photo of the painting and made a reproduction of it. He is also planning on painting a reproduction of the Mona Lisa from a photograph.

His work includes a painting of a group of horses, human hands at prayer, and a group of small faces. The sea has not been neglected in previous works, however. Douglas once painted a clipper ship and a sunset that inspired him while his ship was sailing along the Pacific Coast. "I saw this nice sunset, wave formations and forms in the sky and tried to paint them. They left definite impressions in my mind which I wanted to put down," Douglas explained.

Brother Douglas explained that



Seafarer-artist Vernon Douglas paints in his foc'sle aboard the Calmar. At left is some of his work. Brother Douglas sails as a steward and started painting in 1965. He never took lessons and would like to have an exhibition of his work in the near future.

he does almost all of his painting in his foc'sle, since he has "no time in port."

The Captain and Mate on the Calmar are among his most enthusiastic admirers, Douglas said. In fact the Captain built a table and little bench for the artist's room which Douglas uses to keep some of his painting materials on. In addition to painting family members, he has promised the two officers copies of some of his other work. Since the original work holds sentimental value, he will make copies for any interested buyers rather than sell them.

Admires Norman Rockwell

Although he has "no style of my own," Brother Douglas is an admirer of Norman Rockwell and Michaelangelo. "Rockwell uses excellent shading and Michaelangelo can't be matched when it comes to form. Some times, I try to combine the techniques of both of them in my work. In addition, I've bought a number of books on painting." Douglas has never taken lessons. Recently, he was "up until 4 AM, trying to get the right color and idea across" on one of his current paintings. He has also made use of the technique of placing tape around his work and equipment as protection against bad weather.

Brother Douglas considers Japan and the Northwestern part of the United States as particularly suitable areas of painting. "I like the scenery in Japan. Also, the odd shapes of the buildings make interesting subjects. I find the Columbia River in Washington and Oregon very beautiful."

Seasick First Trip

A native of Baltimore, Brother Douglas lives in that city and also joined the union there in 1948. He served in the Army during World War II. The 44-year-old seaman started out as messman, then graduated to cook. He sailed as steward for nine years and recalls that he was on the Kenmar when he started to paint.

His first taste of seafaring was less than a pleasant experience. "I had a friend who shipped out

and he talked me into sailing. My initial voyage was 27 days and it was a miserable 27 days. I got so seasick I said at the time that I'd never go out again. But, it only takes one trip to get your sea legs."



Jurgen George Gottochlich, born January 21, 1968, to Seafarer and Mrs. Hans J. Gottochlich, Brooklyn, New York.

Susan Broadus, born December 30, 1967, to Seafarer and Mrs. Henry J. Broadus, Mobile, Ala.

Lawrence Fontaine, born January 24, 1968, to Seafarers and Mrs. Arthur Fontaine, Pawtucket, R.I.

Ginger Cox, born November 15, 1967, to Seafarer and Mrs. Randy G. Cox, Amite, La.

Charles Messer, born November 17, 1967, to Seafarer and Mrs. Charles Messer, Houston, Texas.

Charles Miles, born January 10, 1968, to Seafarer and Mrs. Charles J. Miles, Bronx, N.Y.

Keep Informed On Welfare Rules

To facilitate the handling of welfare claims Seafarers are reminded of the following rules regarding payment:

- Failure to work at least 90 days for three consecutive years can result in the loss of prior employment credit for pension or disability purposes.

- Sickness and accident benefits are collectible only to the extent of eight dollars per day not paid by maintenance and cure or disability. Claim and receipt of both in excess of that amount can result in the loss of future benefits until the plan is reimbursed.



From the Ships at Sea

The recent Middleweight-Heavyweight boxing doubleheader at New York's Madison Square Garden was the event of the year for television fans on the Steel Apprentice (Isthmian), according to Paul Lopez, ship's treasurer. Brother Lopez reports that money from the fight pool, plus the arrival pool and cash on hand,

provides enough money to buy a TV set for the vessel. **Bard Nolan** has resigned as ship's delegate. In his final report, he said that all repairs were taken care of. Meeting chairman **Richard Feddera** reported that cook and baker **Julius Bocala** was elected ship's delegate. Brother Bocala has served frequently as steward delegate.

He said he hoped everyone would "maintain the harmony and efficiency of the three departments and have a smooth and happy trip." After visits to Pusan, Danang and Bangkok, the ship will pay-off in San Francisco.

Ship's delegate **L. T. Marshall** reports from the Overseas Carrier (Maritime Overseas) that "things are running smoothly at this time, with no major beefs." Meeting Secretary **Harold Du Cloux** said that the Captain asked for all mail to be turned in within three days, with the cost added to the Seafarers slop chest account. The Captain told the men he would issue a \$20 draw per man. He also requested that the men use



Marshall

the ship agent's boat in going and returning ashore. Du Cloux writes. Meeting Chairman **Robert Schwarz** wrote that a discussion was held on the water pressure aft and the installation of a TV set. The vessel will call on Trinidad, Durban, and Kandla, India.

Ship's delegate **George Byoff** told his fellow Seafarers on the **Mount Vernon Victory** (Victory Carriers), that there were "no beefs and plenty of draws." **Charles White** and his steward department received a vote of thanks for the excellent food and service, Byoff reports. Bosun **Harvey Trawick** also received compliments for "keeping a clean ship, SIU style." **Walter Orr**, treasurer, reported that the ship's fund has \$8. The ship is on the Vietnam run.

Lester Clark has done a fine job as ship's delegate on the **Asbury Victory** (Bulk Transport). Meeting Secretary **A. Paige** reports that the steward requested a new washing machine be placed top-side. Steward **Leon Webb** thanked the deck department for "a job well done in keeping mess-hall and pantry clean during the trip." Department delegates reported no beefs.

Herbert Smith, ship's delegate on the **Choctaw** (Waterman), reported that the Captain told him there were no logs this trip. The only disputed overtime, Smith said, was a "claim for one night's subsistence when the generators were down and there were no lights." **Ira Griggers, Jr.**, meeting chairman, writes that **Donald Main**, AB, was hos-

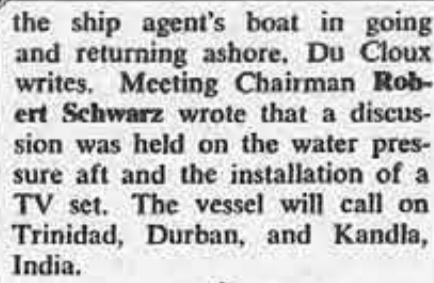
pitalized in Mexico. Most of the repairs have been attended to, deck delegate **F. P. Russo** said. Steward delegate **Robert Trippe** reported that "the crew expressed their appreciation to the steward department for the quality of the food and service throughout the voyage." Meeting Secretary **Bill Magruder** reports that the payoff will be in Southport, N. C.

Jesse Gage, meeting secretary on the **Transnorthern** (Hudson Waterways) reported that **Horace Mobley** has been re-elected ship's delegate. Brother Mobley has been doing "a bang-up job and the crew gives him a solid vote of confidence." Gage writes. **Fred Hicks** spoke to the meeting about having attended some of the union's MTD seminar's and about how much the union is trying to do about the construction of new vessels. Gage reports. The treasury has \$77.10 with anchor pools used to bolster the fund, he writes. No beefs or disputed overtime as the ship heads for a Long Beach payoff. A motion was made to post any communications that might have been received so all hands can read them.

Paul Whitlow, meeting chairman, writes from the **Transyork** (Commodity Chartering), that a suggestion was made to have air mail from the Panama Canal area placed on the bridge for mailing when the ship leaves Canal on the Pacific side. Whitlow said that it was also suggested that the recently purchased TV set be installed when the ship arrives back in port after the present voyage. Meeting Secretary **S. Zygarowski** reported that **Robert Stokes** was elected ship's delegate. A drinking fountain will be installed as soon as possible, he added. The ship's fund totals \$27 and "any donations from the crew of any denomination will be appreciated."

James Brannan, 56: Sailing as oiler aboard the **Fenn Victory**, Brother Brannan died of an acute myocardial infarction January 29, en route to Yokohama, Japan. Born in Mississippi, he lived in Pritchard, Ala. He joined the union in the port of Houston and was a U.S. navy veteran. Surviving is his wife, Grace. The body was returned to the United States for burial.

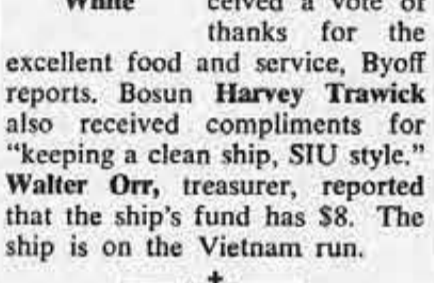
Harry Ashbury, 56: Brother Ashbury died on January 29, at USPHS Hospital, Norfolk, Va. He was born in Mathews, Va. and resided in Norfolk. Brother Ashbury joined the SIU in the port of Norfolk. A tugboat captain, he was employed by Colonna Shipyards. He is survived by a sister, Mrs. Myrtle Powell of Norfolk. The burial was in the Forest Lawn Cemetery, Norfolk.



Byoff



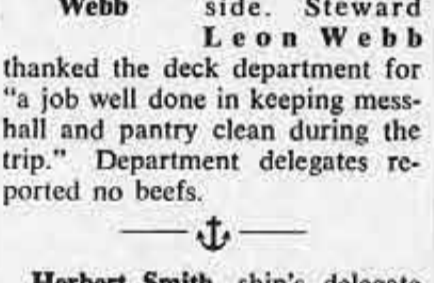
White



Clark



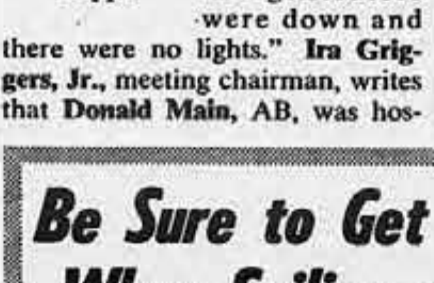
Smith



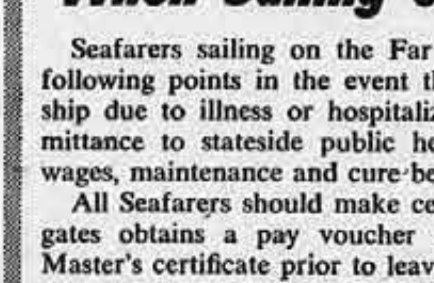
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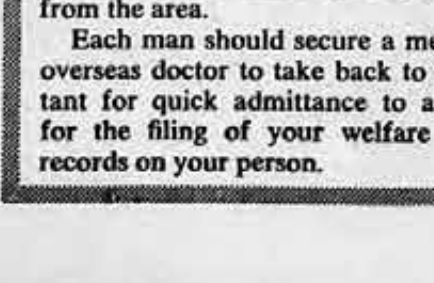
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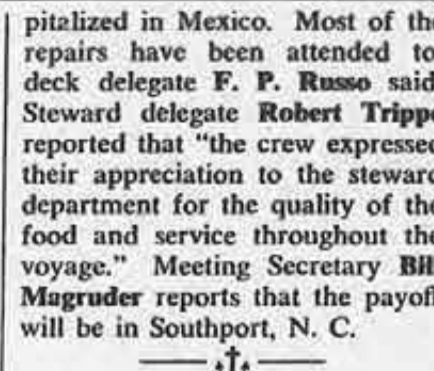
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Magruder



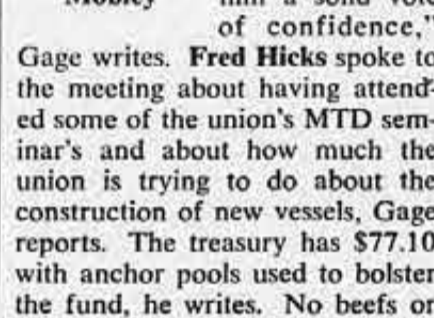
Russo



Russo



Trippe



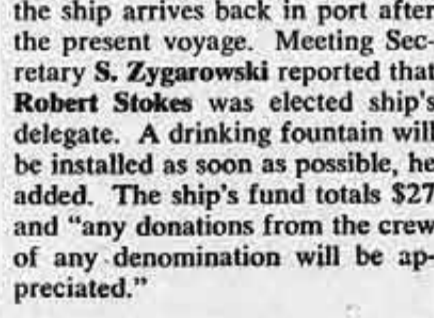
Magruder



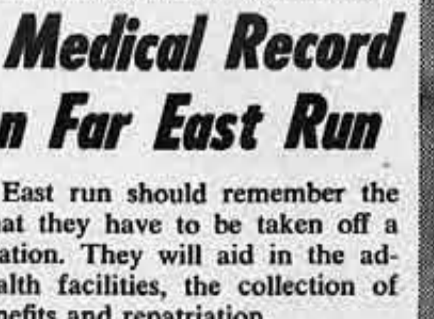
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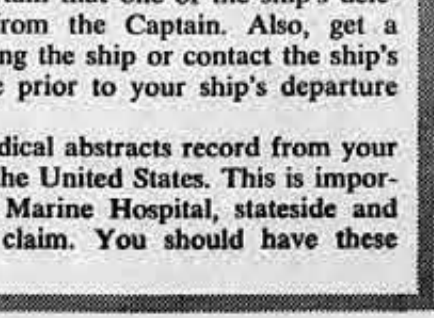
Russo



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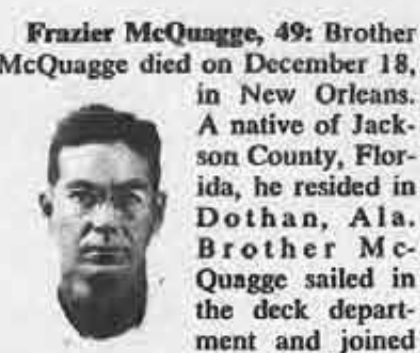


Russo



Russo

FINAL DEPARTURES



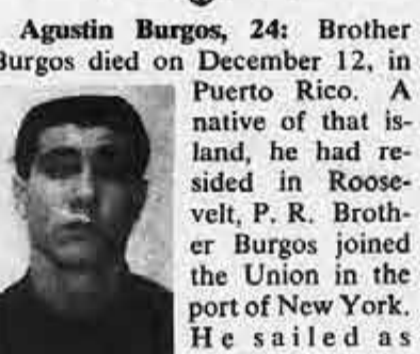
McQuagge

Brother McQuagge died on December 18, in New Orleans. A native of Jackson County, Florida, he resided in Dothan, Ala. Brother McQuagge sailed in the deck department and joined the union in Baltimore. His last ship was the York. During World War II, he sailed in the Coast Guard. Brother McQuagge is survived by his sister, Martha, of Dothan. The burial was held in Dothan City Cemetery, Dothan.



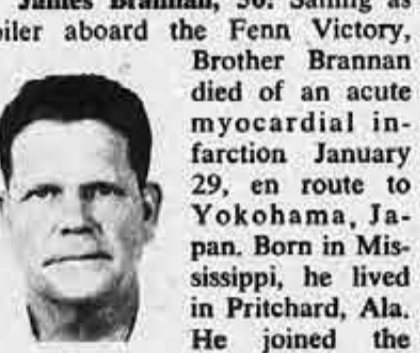
Morgan

Brother Morgan died on January 17, in San Francisco General Hospital. He was born in Mattoon, Ill., where he made his home. Brother Morgan sailed in the deck department. He joined the SIU in the port of San Francisco. His last ship was the Duke Victory. From 1950 to 1952, he served in the Army. Surviving is a brother, B. L. Morgan of Mattoon. The burial was held in Dodge Grove Cemetery, Mattoon.



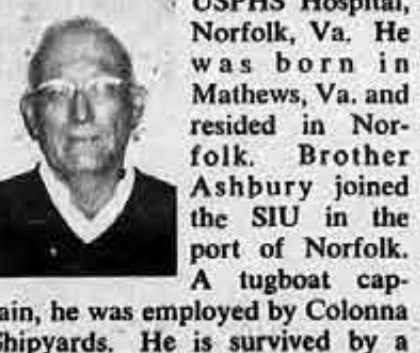
Burgos

Brother Burgos died on December 12, in Puerto Rico. A native of that island, he had resided in Roosevelt, P. R. Brother Burgos joined the Union in the port of New York. He sailed as wiper and his last vessel was the Azalea City. Surviving is his grandmother, Mrs. Julia Burgos of Bayamon, P. R. The body was laid to rest in the De La Capital Cemetery, Rio Piedras, P. R.



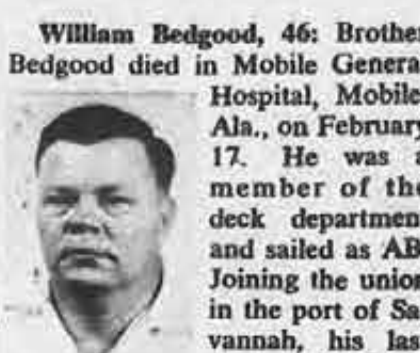
Brannan

Brother Brannan died of an acute myocardial infarction January 29, en route to Yokohama, Japan. Born in Mississippi, he lived in Pritchard, Ala. He joined the union in the port of Houston and was a U.S. navy veteran. Surviving is his wife, Grace. The body was returned to the United States for burial.



Ashbury

Brother Ashbury died on January 29, at USPHS Hospital, Norfolk, Va. He was born in Mathews, Va. and resided in Norfolk. Brother Ashbury joined the SIU in the port of Norfolk. A tugboat captain, he was employed by Colonna Shipyards. He is survived by a sister, Mrs. Myrtle Powell of Norfolk. The burial was in the Forest Lawn Cemetery, Norfolk.



Bedgood

Brother Bedgood died in Mobile General Hospital, Mobile, Ala., on February 17. He was a member of the deck department and sailed as AB. Joining the union in the port of Savannah, his last ship was the Fairport. During WW II he served in the Navy. Brother Bedgood was a native of Georgia and resided in Pritchard, Ala. His wife Janet, survives. Burial was in Savannah.



Styles

A coronary claimed the life of Seafarer Styles on January 25 at his home in the Bronx, N. Y. He sailed as a member of the steward department and his last vessel was the Robin Trent. Born in Massachusetts, he joined the SIU in Boston in 1938. At the time of his death, he was on an SIU pension. Brother Styles is survived by his wife, Viola. Burial was in Mount Holiness Cemetery, Butler, N. J.



Pritchett

Brother Pritchett died on December 20 at the USPHS Hospital, Norfolk. Born in Virginia, he made his home in Mathews, Va. He sailed as mate and joined the SIU in the port of Norfolk. Brother Pritchett was employed by the Curtis Bay Towing Company. Surviving is a daughter, Mrs. Daphne Marie Hudgins of Tampa, Fla. The burial was held in St. Paul Cemetery, Susan, Va.



Boucher

Brother Boucher died on January 24, at the USPHS Hospital in San Francisco. A native of Boston, he had resided in San Francisco. He sailed as AB and joined the SIU in the port of New York. From 1938 to 1945, Brother Boucher served in the U.S. Navy. His last vessel was the Couer D'Alene Victory. Surviving is his sister, Mary Boucher, of Dorchester, Mass. The burial was held in St. Joseph Cemetery, Boston.



McLeod

Brother McLeod died on Feb. 25, after a heart attack. He was born in Detour, Mich. and lived in St. Ignace, Mich. A member of the engine department, he sailed in the Great Lakes and was last employed by the Mackinac Transportation Co. Brother McLeod joined the union in the port of Detroit. He is survived by his wife, Doris. Burial was in Carp River Cemetery, St. Ignace.

PERSONA

Joseph Henault
Please contact Martin Boddin at 1214 Clove Road, Staten Island 10301, as soon as possible.

Hans Richardson
The Secretary-Treasurer's office of the SIU is holding a check for the final money due you for sailing aboard the Elizabeth.

Bernard Toner
Please contact Bob Ingram or his wife Kay, as soon as possible, in regard to an important matter.

Harry Fentress
Please contact Rudy Mantie at 1241 South Main St., Yreka, Calif. 96097, or phone area code 916-842-2494.

Clarence Scott
Please contact Antonio Marques Da Silva, C/O Italcable, P. O. Box 51, St. Vincent, Cape Verde Islands, as soon as possible.

Friends of "Blondie" Johnson
Old friends of Leon "Blondie" Johnson are asked to write to his widow, Mrs. Minnie Johnson at 4722 Idaho St., Tampa, Fla.

Be Sure to Get Medical Record When Sailing on Far East Run

Seafarers sailing on the Far East run should remember the following points in the event that they have to be taken off a ship due to illness or hospitalization. They will aid in the admittance to stateside public health facilities, the collection of wages, maintenance and cure benefits and repatriation. All Seafarers should make certain that one of the ship's delegates obtains a pay voucher from the Captain. Also, get a Master's certificate prior to leaving the ship or contact the ship's agent to insure that this is done prior to your ship's departure from the area. Each man should secure a medical abstracts record from your overseas doctor to take back to the United States. This is important for quick admittance to a Marine Hospital, stateside and for the filing of your welfare claim. You should have these records on your person.

New Addition to SIU Pension Ranks



SIU Patrolman George McCartney (right) presents Henry Put with his first pension check. An AB and bosun, Brother Put is a native of Belgium. He joined the SIU in Port Arthur, Texas, in 1946. A resident of Hoboken, N. J., he last sailed on Sapphire Gladys.

Seafarers Recall Close Shave In Singapore Harbor Mishap

"It was rough; we were almost wiped out," Seafarer Ed La Roda recalled as he and W. W. Newson described the close call they had when their launch was struck by a large water boat in Singapore harbor recently. The men were returning after liberty to their ship, the Seafarer (Marine Carriers), when the accident occurred.

"The time was about 1 AM," Newson said in relating the story



Newson La Roda

to a LOG reporter. Visibility was good although the harbor was crowded. With the two men were the launch's three-man crew. Brother Newson was "sitting on a bench midships," when he spotted the water boat, which was some 105 feet long and about as large as an oil bunker barge.

"We showed him our red light, which was brightly glowing," Newson said. "The two boats were about 150 feet apart. I did not see him change course at any time, even though our own boat blew the horn and changed course to starboard, presumably to allow the boat to change course and pass behind us.

"I ran towards the bow because the bow of the other ship was headed towards me. The impact threw me into the sea and while underwater, I was aware of being under the bow of a big water boat. I hit my head on the bottom, then came up on her side. I'm not sure which side."

According to Newson, the crew of the water boat "shined a searchlight and one man on our launch swam over with a life belt. I could not have stayed afloat much longer."

Meanwhile, Brother La Roda was having some problems himself. He explained that he first saw the water boat just as it "struck the launch dead center, its bow hitting the launch, starboard." The impact "lifted the launch up, cutting it in half." The

launch started to sink and was later found in some 25 to 30 feet of water.

Brother La Roda said that as the launch was sinking, he saw that his foot was "caught on one of the launch's seats." He then "saw a hand and reached up for it." The hand turned out to belong to another of the launch's crewmen. "We sort of helped each other out. The water boat then threw some life rings and when they saw we were OK, they floated away."

La Roda then found himself clinging to a rope lowered by a ship at anchor. "It took some 15 minutes for the men to get out of their predicament," he explained, and when he and Newson finally got ashore, "police took us to the hospital." The Seafarers were somewhat critical of the treatment they received. "All they gave us was aspirin," said La Roda.

The men pointed out that no X-rays were taken until they complained of pain. At that point, the company sent them to an Australian doctor who took X-rays. La Roda said he sustained a wrenched right knee, leg and back injuries and an eye infection caused by the salt water. Newson described his injuries as painful bruises and a cut over the left eye.

To add to the discomfort, La Roda explained that since he lost his money and papers in the water, "I had to pay for my own hospital bills." La Roda sails in the engine department and joined the SIU in 1966. A Navy veteran, he has sailed on the research vessel Robert Conrad and will go back to that ship if possible.

Brother Newson, who is 57 years old and a 40-year sea veteran, is a member of the deck department. He was born in Florida and lives in New York. Newson started to sail with the old Bull Line in 1928, then joined the SUP in 1934, before sailing with the SIU. He served in the Army from 1943 to 1946.

SIU Steward Cited During WW II For Turning Out Chow Aboard Ship

A U.S. Government citation and a letter of commendation from the Italian Government have been two major highlights of Egbert Goulding's long career with the SIU. Brother Goulding recently joined the list of SIU pensioners after sailing as steward.

Brother Goulding was sailing on the William Rawle as steward when that ship brought some 900 American soldiers home from overseas toward the end of World War II.

"We were supposed to prepare only two meals a day, plus sandwiches, but we worked harder and provided three hot meals," Goulding recalled. His diligence and hard work in looking out for the soldiers earned him his citation, signed by two Major Generals.

It seemed however, that the citation was jinxed. "On the citation, they spelled my name as Edmond instead of Egbert," he said. And then, to top it off, the document was stolen in 1952. Brother Goulding was on a ship in Portland, Ore., he recalled, when someone entered his room and took only the citation—nothing else. He hasn't seen it since.

Goulding likes to say that he "got the citation for disobeying an order," since he had the extra hot meal prepared on his own initiative. The citation bore the words "above and beyond the call of duty," he said.

The William Rawle also took 400 Italian repatriates from Marseilles, France, to Naples, Italy. The Italians, including many women and children, had been in a Vichy prison. Because there were no proper facilities on board for them, emergency accommodations had to be set up in the officers quarters, Goulding explained. The Italian Government later presented Brother Goulding with the letter of commendation for the fine job he did in looking out for the comfort and welfare of the homebound Italian citizens.

In Naples, the William Rawle picked up some American soldiers and then returned to France to pick up another contingent of U.S. troops. From there, the vessel went to Casablanca to pick up released U.S. war prisoners. The American port commander there asked that his soldiers be brought back to the States on the Rawle. So, Goulding said, we made a stateside trip to return the American troops. It was on this voyage that he earned his prized U.S.

Government citation.

In addition to his service on the William Rawle, Brother Goulding spent 14 months aboard the Schorharie while that vessel was on

12 nights of this, we kind of got fed up with it all".

One night Brother Goulding was in the shower after work, "full of soap lather," when the



SIU Vice-President Earl Shepard took early-morning opportunity recently to greet veteran Seafarer Egbert Goulding and present him with his first pension check. Brother Goulding, whose last ship was Seatrain Delaware, became a member of the union in 1938.

convoy duty. "I joined the Schorharie because she was called a lucky ship," he said. "The vessel earned that nickname for surviving the enemy-infested Mermansk run." Goulding had some close calls in Antwerp with the Schorharie during buzz bomb attacks and later arrived in La Havre, France, three days after the Americans took over. Navy seabees had built temporary pontoon docks for the ships here, he recalled, because existing facilities had been bombed out.

Wartime, in spite of its grimness, always produces its humorous incidents and Brother Goulding recalled two of these which occurred during his sailing days. "We were in Normandy during heavy bombing", he said. "We slept during the day and then dressed for night work. Around 10 p.m., there was a bombing attack, so the men were issued the usual gas mask, steel helmet and life preserver. After about ten or

attack alert sounded. It was customary, he said, for the men to knock on doors as they ran for cover to alert any shipmates who might not have heard the original warning. As a seaman ran past the shower room, he knocked on the door, but Goulding said that he had "got so fed up with the thing that I just stayed there". The Captain "thought I went nuts, so he and a mate came to the shower room with a pistol and handcuffs and tried to talk me out of there, but I just explained I was tired of the whole thing."

In another incident Brother Goulding and some cooks were preparing luncheon when the range went out. "This ship was carrying some 5,000 tons of ammunition," he said. Goulding recalled that when he told the cook that the range had gone out, "the other chap wasn't thinking. He opened the valve too far and there was a back-draft. The range came on full blast and knocked the fellow backward."

"We closed the doors and grabbed extinguishers. As I started to put the extinguisher on the range, one cook yelled that we'd spoil the food. I told him not to think of the food with 5,000 tons of ammunition that might go off. An awful lot of guys were shaking until the fire was quelled." The Captain gave us all a drink when it was over, Goulding recalled.

Before the war, the 65-year-old native of Jamaica worked on passenger ships. He worked his way up from waiter to assistant steward.

Goulding joined the SIU in New York in 1938. He makes his home in New York with his wife, Etta. They have four children and five grandchildren. In addition to his citations, he is proud of having "one of the first Coast Guard passes issued to the SIU. The date was December ninth, 1941". Brother Goulding's last ship was the Seatrain Delaware.

Relaxing On Western Clipper



Seafarers aboard the Western Clipper relax on deck while vessel's cargo is unloaded in Singapore during a recent voyage. Left to right: Jim Bovay, Ben Mignano, Dave Davis, Ira Coats and Dan Daniluk.

DIGEST of SIU SHIP MEETINGS

ASBURY VICTORY (Bulk Transport), March 8—Chairman, Lester Clark; Secretary, A. Paige. Vote of thanks was extended to Brother Lester Clark, ship's delegate, for a job well done. The steward department express their thanks to the deck department for a job well done in keeping the messhall and pantry clean during the trip. The deck delegate also commended his department for doing a fine job. No beefs and no disputed OT were reported by department delegates. Motion was made that all work in US ports be done before 8 A.M. and after 5 P.M.

WALTER RICE (Reynolds Metals), February 25—Chairman, E. V. (Bubber) Webb; Secretary, M. N. Eechenko, \$2.50 in the ship's fund. Few hours disputed OT in engine department. Brother Webb was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

RAMBAM (American Bulk Carriers), March 10—Chairman, Frank S. Paylor, Jr.; Secretary, F. J. Foley. Brother Paul Arthofer was elected to serve as ship's delegate. No beefs were reported by department delegates. Motion was made that non-rated men get pay raise equivalent to rated men.

OVERSEAS CARRIER (Maritime Overseas), March 10—Chairman, Robert D. Schwarz; Secretary, Harold P. DuCloux. Ship's delegate reported that everything is running very smoothly. Brother Robert D. Schwarz, bosun, explained the action decided upon in Mobile in order to obtain airconditioners in crew's quarters on ship's running to India. A letter will be drawn up and sent to headquarters concerning this matter. Also discussed as the installment of TV's aboard these vessels, by the Company.

SUMMIT (Sea-Land), March 13—Chairman, Jose Tora; Secretary, John T. Cherry. Motion was made that the Union should stop all outside activities. Better pension fund to equal with other unions, and better take home pay for unrated members.

ALICE BROWN (Bloomfield), February 24—Chairman, A. G. Roy; Secretary, H. Lee. No beefs were reported by department delegates.

HASTINGS (Waterman), February 4—Chairman, Franklin McIntosh; Secretary, John Wells. Brother E. M. Gonzalez was elected to serve as ship's delegate. No beefs were reported by department delegates.

ROBIN KIRK (Moore-McCormack), March 10—Chairman, Ivan Buckley; Secretary, William Nasta. Brother Blagio DiMento was elected to serve as ship's delegate. No beefs and no disputed OT were reported. Vote of thanks to Brother Bill Nasta, chief steward, for doing a good job. Also thanked the rest of the steward department for the good chow and service.

STEEL APPRENTICE (Isthmian), February 25—Chairman, Richard F. Federn; Secretary, Paul P. Lopez. Brother Bard Nolan resigned as ship's delegate and Brother Julius Boeala was elected to serve in his place. \$50.00 in the ship's fund. All repairs were taken care of.

TRANSONTARIO (Hudson Waterways), February 29—Chairman, Robert A. Outlaw; Secretary, J. W. Dickens. \$16.00 in ship's fund. No beefs and no disputed OT.

CHOCTAW (Waterman), March 10—Chairman, Ira W. Griggers, Jr.; Secretary, Wm. R. Magruder. \$16.00 in ship's fund. Few hours disputed OT in the engine department. Motion was made that the Union take action to effectuate changes in the present retirement plan so that all Seafarers who have been members for 20 years, and who have 12 years sea time (90 days at sea per calendar year) be entitled to all retirement benefits, regardless of age. Crew recommends that the patrolman have serious discussion with Captain, upon arrival, and arrange for fumigation of ship for roaches before next voyage.

FANWOOD (Waterman), February 20—Chairman, E. Lovelace; Secretary, John P. Davis. Vote of thanks was extended to the resigning ship's delegate, Brother Henry Lovelace. Brother James Fuller was elected to serve as new ship's delegate. No beefs and no disputed OT reported.

STEEL SURVEYOR (Isthmian), January 18—Chairman, Harvey T. Gaines; Secretary, Robert Lenz. No beefs and no disputed OT reported by department delegates.

MT. VERNON VICTORY (Victory Carriers), March 10—Chairman, Charles W. White; Secretary, Harvey Trawick. Brother George Byott, ship's delegate, reported that all is running smoothly. Vote of thanks to Chief Steward Charlie White and his fine steward department for the fine food and service. Thanks to Brother Harvey Trawick, chief bosun, for keeping a clean ship, strictly SIU style. \$8.00 in ship's fund.

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

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

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

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

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

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

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

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

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

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

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

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

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

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans April 16—2:30 p.m.
 - Mobile April 17—2:30 p.m.
 - Wilmington April 22—2:00 p.m.
 - San Francisco April 24—2:00 p.m.
 - Seattle April 26—2:00 p.m.
 - New York April 8—2:30 p.m.
 - Philadelphia April 9—2:30 p.m.
 - Baltimore April 10—2:30 p.m.
 - Detroit April 12—2:30 p.m.
 - Houston April 15—2:30 p.m.

- United Industrial Workers**
- New Orleans April 16—7:00 p.m.
 - Mobile April 17—7:00 p.m.
 - New York April 8—7:00 p.m.
 - Philadelphia April 9—7:00 p.m.
 - Baltimore April 10—7:00 p.m.
 - Houston April 15—7:00 p.m.

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

- Great Lakes Tug and Dredge Region**
- Chicago April 9—7:30 p.m.
 - Sault St. Marie April 18—7:30 p.m.
 - Buffalo April 17—7:30 p.m.
 - Duluth April 19—7:30 p.m.
 - Cleveland April 19—7:30 p.m.
 - Toledo April 19—7:30 p.m.
 - Detroit April 15—7:30 p.m.
 - Milwaukee April 15—7:30 p.m.

- SIU Inland Boatmen's Union**
- New Orleans April 16—5:00 p.m.
 - Mobile April 17—5:00 p.m.
 - Philadelphia April 9—5:00 p.m.
 - Baltimore (licensed and unlicensed) April 10—5:00 p.m.
 - Norfolk April 11—5:00 p.m.
 - Houston April 15—5:00 p.m.

- Railway Marine Region**
- Philadelphia April 16—10 a.m. & 8 p.m.
 - Baltimore April 17—10 a.m. & 8 p.m.
 - Norfolk April 18—10 a.m. & 8 p.m.
 - Jersey City April 15—10 a.m. & 8 p.m.

DIRECTORY of UNION HALLS

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

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- EXECUTIVE VICE PRESIDENT**
Cal Tanner
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 - BUFFALO, N.Y. 736 Washington St. SIU TL 3-9259 1BU TL 3-9259
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 - DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741
 - DULUTH, Minn. 312 W. 2nd St. RA 2-4110
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UNFAIR TO LABOR DO NOT BUY

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

Sützel-Weller Distilleries
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Bourbon whiskeys
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Kingsport Press
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(Typographers, Bookbinders)
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Jamestown Sterling Corp.
(United Furniture Workers)

White Furniture Co.
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Murphy, Crestworth,
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**Brothers and Sewell Suits,
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R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
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(Tobacco Workers International
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Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)

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

Magic Chef Pan Pacific Division
(Stove, Furnace and Allied
Appliance Workers
International Union)

Marx Toy Company
(International Association of
Machinists and Aerospace
Workers)

Giumarra Grapes
(United Farm Workers)

Pioneer Flour Mill
(United Brewery, Flour, Cereal,
Soft Drink and Distillery Workers
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**Gypsum Wallboard,
American Gypsum Co.**
(United Cement Lime and
Gypsum Workers International)

**General Aniline and Film
Corporation**
Anso film, Anso cameras,
Sawyer projectors, Ozalid
duplicating machines, Ruberoid
products.
(Distillery, Rectifying, Wine and
Allied Workers)



From Caesar to Cornwallis

IN 1907, Poseidon, the God of the Seas, was plucked bodily from the Mediterranean waters off Southern Greece and was carted off to the National Museum in Athens, where he is today. It seems that in his old age, the god had become stuck in the mire of the seabed. There he stood for hundreds of years, until some twentieth century seamen accidentally came across his old tired bronze body and hoisted him up.

Poseidon, in this case, was a Greek statue molded in the fifth century before Christ. This was one of the first artifacts of ancient history to be taken from the sea in the new science of underwater archeology, a science which today has revealed a great deal of information on the past cultures of countries such as Greece, the birthplace of democracy, and Rome, once the world's mightiest empire. As part of this exciting effort, divers are braving the unknown and are searching out ancient sunken galleys and hand-pressed bronze coins and clay pottery from which sailors drank thousands of years ago.

The young science was born in 1900 in the Aegean Sea by the small island of Antikythera. Strong winds and huge waves were lashing the two vessels of Captain Demetrios Kondos, which had just completed a sponge harvest in Tunisia and were heading home to the island of Syme. Unable to keep course, the ships were driven to Antikythera where they sought the shelter of high craggy cliffs that broke the wind. There they waited for the storm to pass.

Not a man to pass an opportunity, Captain Kondos thought it might be worthwhile for his men to dive there and perhaps come up with valuable sponges. Elias Stadiatis donned his diving suit. Over the side he went, drifting down 150 feet to the ocean floor and there fell into the midst of an eerie sight. Stadiatis found himself surrounded by coldly staring creatures of monumental size: white horses, some lying in bizarre positions with their hoofs up, and nude women, sunk to the waist in the mire, arms outstretched. Stunned, the diver trudged forward and grasped a hand. The arm snapped from the woman. Stadiatis held on to it.

When Stadiatis was pulled up by his fellow crewmen, he still held the arm. Captain Kondos took a look at it, hurriedly got his diving suit on, grabbed a tape measure, and jumped overboard. He came up after some time. He scrawled down some measurements, hoisted sail in the now softer wind, and headed his two ships out.

The discovery of these strange statues came at a propitious time. For two thousand years, treasure hunters had been able to rob Greece of her archeological treasures, but now the Greek Government had ruled that removal of such objects from the country was illegal, and that careful study of them was important to an understanding of national history. British, French, and German archeological schools had been set up and Greek archeologists were also being trained. Thus it was that the Captain and his crewmen met with an enthusiastic reception, and the government eagerly had the Navy join them in the first Greek archeological expedition, which would soon be lifting huge statues of ancient origin from the Aegean.

The extensive preparations took a great deal of time and it was winter before they were ready to return to the strange underwater world discovered by Stadiatis. The first time they tried, wind forced them to take refuge after only three hours of work.

It was not easy for the divers. The site was deeply pitched from 150 to 170 feet. Their cumbersome diving suits with steel helmets and leaden boots were a burden. At those depths, they could stay down no more than five minutes at a time, or suffer the bends. (In the course of their work, two men became disabled for life and a third died from this affliction.) With good weather, a man could dive twice a day. On the best days, the total amount of underwater work that could be done by the six-man diving team was one man-hour.

During the first effort they brought up a life-sized bronze head, two large marble statues and several smaller items. But as the efforts continued, they got down to the larger, heavier artifacts that had to be pried from the hardened muck with muscle-power and, when the statues were then hauled up on slings, care had to be taken to see that they didn't slide out and smash to the bottom or roll down the slope into the forbidden depths.

The expedition struggled on for nine months.

Today the National Museum in Athens houses the relics of Antikythera in a long gallery. There are two superb bronze statuettes molded in the Age of Pericles (495-429 B.C.), big bronze statues and parts of others, including the arm found by Stadiatis, and the fourth or fifth century statue known as The Athlete of Antikythera, a noble life-sized model of a young man with gleaming gems for eyes.

The Athlete, it seems, keeps changing. It was discovered in several pieces and was first reconstructed by Monsieur Andre, the eminent antique-welder of the Louvre Museum in Paris. However, experts disagreed with his reconstruction, and so the statue was dismantled and reconstructed again. And again. Dissatisfaction with this periodic overhaul led one archeologist to remark, "You can tell when a new curator has arrived—the ephebos (the statue) goes into the workroom."

The 25 huge marble statues and other relics recovered from the island's waters are not on exhibition at the museum, but stand in an open court among the workshops.

The marble statues are four centuries younger than the bronze ones, and yet all came from the same ship. Researchers explain this by saying that the crew of the ship, which was bound from Athens to Rome in 2 B.C., plundered towns and pillaged what they thought were valuable art objects. They came away with the fine statue of The Athlete, some statuettes, a group of religious statues about 100 years old at the time, and forty tons of gaudy, freshly-made statues and items that were worthless. In his book, "Man Under the Sea," James Dugan explains "It was like a smash-and-grab raid on New York in which the mob lifted a Rembrandt from the Metropolitan, tore down Atlas at Rockefeller Center and then stole all the window dummies from Macy's"

Ironically, though the Antikythera expedition stirred the hopes of archeologists for more undersea explorations, the only immediate result was that Greek peasants who had been dredging up relics for years turned them in for rewards instead of melting them for scrap.

Later, in 1907, a sponge diver stumbled across shipwrecks and rows of shell-encrusted stone columns and statues in the seabed off the coast of Mahdia, Tunisia. Alfred Merlin, the director of antiquities in that country, eagerly organized the second underwater archeological expedition with help from private citizens and Tunisian and French government quarters.

When the eminent antiquarian Alfred Reinach saw the hauls that the team was bringing after two millennia in the hazy depths, he declared that "Nothing comparable has come to light since Pompeii and Herculaneum." (These were two Greek cities destroyed in 79 A.D. by the eruption of Mount Vesuvius; Pompeii was uncovered in 1748.) The divers were finding huge kraters, or marble basins, in which Greeks and Romans would reconstitute their dehydrated wine with water; scores of carved stone columns of a design suggesting that the plunderers had tried to make off with an entire temple (dismantled, of course); and numerous statues including a fifty-inch

bronze figure of the god Eros. Most of these are now in the Alaoui Museum in Tunis.

After the excitement of the discovery of the Mahdia wreck, underwater archeology was well on its way. Researchers and adventurers came up with the artifacts of other ancient cultures.

In 1928, the expedition of Professor George Karo discovered what is considered the finest ancient Greek bronze ever found, wrought by a master in Greece in Pericles' time. It is of Zeus, the thundering invincible Lord of the Universe of mythology. Today, a cast of this statue of Zeus, with his muscles seeming to strain taut as he prepares to hurl a massive thunderbolt, stands in the main lobby of the United Nations for all visitors to see.

After World War II, expeditions to the Mediterranean uncovered remains of the sixth-century B.C. port of Massalia; the submerged ruins of the ships used by Julius Caesar in 49 B.C. to invade France; thousands of pieces of amphoras—the huge pitchers and vases of different designs that the Greeks used to store foods and oils in or drink from.

In the American War for Independence, British General Cornwallis led his fleet of warships into Chesapeake Bay to join the British land forces, but soon found his fleet under attack from French ships. Red-hot cannonballs smashed into the British ships Vulcan and Charon, burning and sinking them. Cornwallis was forced to block the French attack by sinking several of his smaller ships and his last two big frigates, the Fowley and Guadaloupe.

For the next century and a half, only oystermen paid attention to the drowned hulks; they said they were a nuisance to the oyster trade. But when the Newport News Mariners' Museum was formed in the 1930's, things changed. By 1934, an expedition organized by the Museum was underway.

From the sunken warships they got ten iron cannons, gun-shot, two iron anchors, an unmarked bell, quite a bit of hardware, crockery, glass, liquor bottles, a pewter pot, and hundreds of wood fragments and wax-preserved hemp. The best evidence they could find to identify the vessels as those of Cornwallis, was a barrelhead marked "Shaw, June 22, '80, S(alt) P(ork) 154 lbs." The divers also found a bottle engraved "Edward New", a musket stock initialed "V. R.", and a barrelhead labelled "Watson & Co."

The major importance of these items to archeologists was not only in their being pieces of history, but also in how they stood up to 150 years of submersion. The green rum bottles would shift colors kaleidoscopically when the humidity changed. The salvors wrote in their report that "The iron cannon, in some instances crumbled to pieces right away, the metal having been converted . . . into graphite. . . . Wrought iron had practically disappeared, leaving only a disintegrated mass. Pewter and lead articles stood up extremely well. Copper survived well, though encrusted with patina (a coating caused by exposure). Wooden articles, buried below the mud, were in a splendid state of preservation. Wood not protected in mud was badly decayed and worm-eaten. Pottery and earthenware have survived well. . . ."

With such information as this, treasure-seekers may be more wary of shifty treasure-promoters trying to sell a false bill of goods.

For thousands upon thousands of years, ships of many countries have sailed the seas. Many sailed into violent seas and were pulled down, whether they were the galleys of the bold Vikings or the warships of ancient Rome; the sea made no differentiation. Still, she grasps her booty; but adventurous archeologists are gradually prying this away from her, and exposing the chronicle of the past.

Relics recovered from the hulks of Admiral Cornwallis' fleet off Yorktown, Virginia. The British ships were sunk in 1781 during the decisive naval battle of the American Revolution. The artifacts were located and taken from ocean floor in 1934 and 1935.





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

SIU Ships in the **ORIENT**

The Far East is one of the busiest shipping areas in the world today and many SIU-contracted vessels call on Oriental ports. Looking out for the interests of Seafarers is SIU Far East agent Frank Boyne. He recently called on the *Eagle Traveler*, *Thais* and *Transoceanic* in Sasebo, Japan. Some 255,000 people live in this bustling port. Many of the vessels visited by Boyne are on the Vietnam run.



Frank Boyne, Seafarers representative in the Far East, last July called on the *Transoceanic* in Sasebo, Japan. The vessel will take the long 300 mile run to the United States from Sasebo. Frank Boyne reported that the *Transoceanic* had a very good voyage with few complaints.



While the *Thais* was in Sasebo, Japan, the *Eagle Traveler* was in the port. The *Eagle Traveler* is the only SIU vessel in the world. This is an excellent example of a modern ship.



Frank Boyne, Seafarers representative in the Far East, last July called on the *Eagle Traveler* in Sasebo, Japan. The vessel was the only SIU vessel in the world.



In the galley of the *Thais*, Frank Boyne, Seafarers representative in the Far East, last July called on the *Thais* in Sasebo, Japan. The vessel was the only SIU vessel in the world.

