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Addresses MTD Shipbuilding Seminar

Hall Blasts Govt's Maritime Policy, Cites Need For Separate Marad

WASHINGTON — SIU President Paul Hall, who is also president of the AFL-CIO Maritime Trades Department, said recently that he was optimistic that a concept of an Independent Maritime Administration would pass in the 90th Congress even though some interests are being pressured into position by the spokesman for the new Department of Transportation.

Speaking at the day long seminar "Shipbuilding 1967—Year of Decision," Hall said the Administration's maritime policy is "nothing more than last year's task force proposal retrieved from the ash can in which Mr. Boyd told Congress the plan had been dumped."

Alan S. Boyd, head of the new cabinet-level Department of Transportation, came under severe criticism from Hall, who accused Boyd of using "hatchet man" tactics and said that he doubted whether Boyd could properly represent even a good program much less the bad one he is now peddling.

Administration tactics in relation to maritime also came under attack from Congressman William S. Mailliard (R-Calif.), who described the Administration as using a "combination of politicking with the 'carrot and the stick' and use of the principle of 'divide and conquer'."

He urged the industry to remain as united as it was in last

year's Congressional fight to keep the Maritime Administration independent of the Department of Transportation, and assured those in attendance that Congress was ready and willing to receive recommendations on U.S. Maritime policy. "It needs these recommendations," he said.

A "crusade for a bigger and better Merchant Marine" was called for by Congressman William L. St. Onge (D-Conn.). A member of the House Merchant Marine Committee, Onge noted that from the national interest of the United States "it is vital that we maintain a shipbuilding base" with sufficient trained men and shipyards for the construction of ships for any eventuality that may arise in the future.

Dismissing ideas of building U.S. merchant ships abroad, he said "the damage done to a vital industry in our country would be irreparable."

Shipbuilders Council of America President Edwin M. Hood attacked the accuracy of estimated cost savings achieved by building ships in foreign yards. He pointed

out that there was good reason to believe that U.S. shipbuilding prices, utilizing existing facilities, can be reduced by 20 to 30 percent below today's levels with more sensible procurement procedures, multiple production contracts, better vessel design and more realistic specifications.

Other speakers at the seminar included Page Groton, director of the Boilermakers, Iron Shipbuilders Marine Council, who pointed out the boost shipbuilding gives the U.S. economy; and Andrew Pettis, vice-president of the Industrial Union of Marine and Shipbuilding Workers, who urged a continued fight for an independent MARAD.

The importance of a revitalized merchant marine and the establishment of an independent Maritime Administration was also the topic of speakers at the regular MTD Legislative Meetings.

"The Administration is duty bound to the American people to see that appropriations are made available to support a strong Merchant Marine," said Joseph Keenan. Keenan, who is secretary of the International Brotherhood of Electrical Workers and a vice-president of the AFL-CIO, pointed to the vital contribution being made by the maritime industry to support American troops in Vietnam.

Another speaker who stated strong support for the creation of an independent Maritime Administration was Representative Hugh Carey (D-N.Y.) who insisted that an independent MARAD is the only course to follow in upgrading the American merchant fleet.

tracted Isthmian Lines, the AMA voiced its opposition to the Boyd proposals on a point by point basis, and expressed its disagreement with two other management associations, the American Merchant Marine Institute and the Committee on American Steamship Lines, which represent subsidized operators and have expressed a willingness to accept most of Boyd's proposals.

The AMA represents 95 companies operating 232 unsubsidized vessels.

Instead of the five-year plan suggested by Boyd, the AMA called for a longer range, 10-year program as the "minimum time necessary for restoration of the nation's fleet."

Boyd's proposal to enlarge and overhaul 100 vessels for return to the reserve fleet and the reconditioning of 150 other old World War II Victory ships was described as "imprudent and wasteful" by the AMA.

The AMA urged a program providing for the construction of at least 50 ships each year and expansion of the volume of cargo that is made available to American-flag vessels. The Boyd proposal calls for a building program of only 15 ships per year, an increase of just two ships yearly over the totally inadequate current shipbuilding program of 13 vessels annually.

Report of International President



by Paul Hall

The recent series of rallies organized by the AFL-CIO to gain overwhelming public support throughout these United States for a stronger and farther reaching Social Security program illustrates once again the deep concern of the American labor movement for the safety and well being of all citizens.

From coast to coast tens of thousands of citizens attended these 14 meetings and many millions more were informed of them via press and television. Labor leaders and legislative exponents of the administration's proposed increase in Social Security pensions and benefits gave of their time and urged adoption of the bill now before the Congress. Packed union halls and hotel ballrooms resounded with enthusiastic cheers for an expanded Social Security program.

All of this sounds very impressive and it was impressive. I was in New Orleans to hear the reaction of the people there and reports from other cities were no less favorable.

But now that the applause has died down and the participants have returned to their homes, the campaign must continue in earnest. A rousing beginning is just that. Unless it is sustained its purpose is wasted and its cause often lost.

Necessary and worthy as this Social Security bill is, it has its opponents in the Congress as well as its supporters and could be defeated unless the voters themselves let their wishes be known. Cheering at a rally is fine; but cheers die down and are heard no more. It must be done in writing and it must be done by the voter.

Senators and Representatives are in Washington because a majority of citizens cast enough votes on election day to put them there. But the voter's voice in government doesn't end on election night any more than a successful political campaign ends the responsibilities of the legislator who waged it.

Write to your Congressman or Senator and let him know that you support an expanded Social Security program. The letter doesn't have to be elaborate and the shorter it is the better; a few sentences saying you favor the Social Security program requested by the administration. The voice of the people is just as much the foundation of a democracy as it ever was but we must not forget that the men sent to Congress to serve us can function only if we take the trouble to tell them what we want.

Although this bill doesn't do all that might be hoped for, the 20% average increase in Social Security benefits is a good step forward toward the 50% increase the AFL-CIO would eventually like to see realized. Under certain circumstances it does provide medicare assistance to those under 65, disability insurance and extended protection for survivors. Even under the present proposal, the Social Security package is vastly superior to any insurance available privately with premiums that would ordinarily be available only through a high cost policy issued through a private company.

If every person of voting age that cheered at all of those rallies put the cheer on paper and also got someone else to do it, the bill would have an excellent chance of becoming law.

Shipping Group Opposes Boyd's Plan To Build Ships Abroad

WASHINGTON—The American Maritime Association has voiced its vigorous opposition to a proposal by Transportation Department Secretary Alan S. Boyd which would permit the construction of American-flag vessels abroad and allow such vessels to receive operating subsidies, carry aid and defense cargoes and participate in the U. S. domestic trades—contrary to the provisions of the 1936 Merchant Marine Act.

In a letter signed by Archibald E. King, president of SIU-con-

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SIU Ship Escapes Staten Island Blaze



Seafarers aboard the SIU-contracted vessel Fortaleza got a birds-eye-view of the spectacular fire that destroyed Pier 20 on Staten Island March 23. Photo, above, taken by the LOG photographer from the deck of the Fortaleza, shows how close the ship and her SIU crew were to the blaze. Fireboats and local firemen were unable to extinguish burning bales of rubber which were stored on the dock, and exerted all their efforts to keep the fire from spreading. A Norwegian ship, the Fernglén, unloading a cargo of rubber at Pier 20, was towed from the dock after suffering minor damage. The Fortaleza, docked at the next pier, was prepared to be towed to safety if the fire spread. The blaze was confined to Pier 20.

Total Now Stands at 132

SIU Engineer School Produces Four More Licensed Officers

Engineers licenses have been awarded to four more Seafarers who passed their Coast Guard examinations after completing the course of study offered by the jointly sponsored SIU-Marine Engineer's Beneficial Association, District 2—School for Marine Engineers.

All four men upgraded to 2nd Assistant Engineer's Licenses and each one had sailed previously with a FOWT rating.

Louis Matthew Hopkins was born in Baltimore, Md. and makes his home in Houston, Tex. Hopkins, who is 49 years old, has been a member of the SIU since 1949.



Layko Hopkins

Robert Layko, 40, has been a member of the SIU for 25 years. Brother Layko makes his home in Portland, Oregon with his wife and five children. He was born in Pennsylvania.

Billy J. Walker is a 20-year SIU man who, in addition to sailing as FOWT also shipped out as an electrician. Born and raised in Tennessee, he makes his home in that state with his wife and child.

James Terry was born in Florida, where he makes his home with his wife and three children.

Establishment of the engineer training program was spurred by the growing shortage of licensed marine engineers aboard American-flag ships, particularly as a result of the demands placed on American shipping by the conflict in Vietnam.

The SIU-MEBA District 2 training program is the first of its kind in maritime history. It assists engine department seafarers to obtain instruction in preparation for their Third Assistant Engineer's license, Temporary Third Assistant Engineer's license, or Original Second Assistant Engineer's license in either steam or motor vessel classifications. In

addition, MEBA District 2 members who already possess engineer's licenses may upgrade themselves to higher ratings.

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

As a result of the reciprocal agreement between MEBA District 2 and the SIU, unlicensed SIU men receive full credit and complete protection for all of their accumulated pension and welfare credits. While sailing as engineers, they will also receive pension and welfare credits. As a result, upon reaching retirement eligibility their pension will be paid based on combined time.

MEBA District 2 has waived its \$1,000 initiation fee for all men who begin sailing as licensed engineers under the joint program during the period of the Vietnam crisis.



Walker Terry

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.

SIU engine department men interested in the program should apply immediately, or obtain additional information at any SIU hall, or directly at SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232. The telephone number is HYacinth 9-6600.

Senate Resists Defense Dept. Pressure

Senate Rejects FDL Ship Proposal, Opposition Building Up in the House

WASHINGTON—The Senate has rejected a proposal by the Defense Department calling for the construction during fiscal year 1968 of the first seven Fast Deployment Logistic Ships that were to serve as prototypes for an eventual fleet of at least 30 such vessels.

In rejecting the FDL proposal, the Senate acted on the recommendation of the Armed Services Committee, which had conducted an investigation of the Defense Department proposal.

Defense Department Secretary Robert S. McNamara was reportedly "extremely disappointed" at the Senate's rejection of the FDL proposal, which was in many ways his own concept.

Defense Secretary McNamara is expected to carry the fight for approval of the FDL appropriation to the House, which has not yet acted on the proposal. However, various Representatives have indicated that they share their Senate colleagues' doubts about the feasibility of the FDL concept and House approval of the proposal is doubtful.

SIU President Paul Hall has called the Fast Deployment Logistic Ship concept a "liability laden" undertaking "with no apparent benefit or value to our country," and has noted that the FDL ships would represent direct competition by the Department of Defense with the privately-owned merchant fleet, which has the dual function under the law to serve the nation's commercial and national defense needs.

Flying Dutchmen

Solid opposition to FDL has also been the stand of the many legislators in both the Senate and the House. The proposed FDL ships have been referred to as wasteful, useless and unnecessary, and House Merchant Marine Committee Chairman Edward A. Garmatz (D-Md.) has referred to them as Flying Dutchmen, which would cruise the seas endlessly without ever touching port and never contributing anything to the nation's commerce.

Doubt about the feasibility of the FDL concept was spurred mainly by the extremely high cost of these vessels—about \$40 million each. It was noted often that this amount of money would be

sufficient to build three times as many fast, modern cargo vessels for the commercial merchant fleet under the present subsidy system. It was further feared that such a huge expenditure for FDL ships would have so reduced the money available for construction of merchant ships that the already grossly inadequate ship replacement program would have been cut back still further and the rapid deterioration of the nation's merchant fleet would have been accelerated.

Outlines Views

At the request of Senator Warren Magnuson (D-Wash.), SIU President Hall outlined his views on the FDL proposal in a recent letter to the Senator. Noting that the American Merchant Marine faces block obsolescence and is plagued by the absence of an adequate and up-to-date vessel construction program, and that the

number of U.S.-flag ships dwindles each year while we are told by the Bureau of the Budget that construction funds are not available, Hall said:

"It is with great surprise, therefore, that I note the recommendation of the Department of Defense to spend approximately \$800 million to construct twenty Fast Deployment Logistic Ships, an amount approximately four times greater than the current yearly federal outlay for construction of merchant ships.

"It is most difficult for me to understand how the federal government can contemplate such a huge financial commitment for the construction of vessels which some military experts have termed 'impractical' and at the same time allow our basic vessel construction needs for the merchant marine to go wanting."

SIU Upgrading School Graduates Two More Licensed Deck Officers

Two more Seafarers have been added to the ranks of those who have upgraded themselves to Deck Officers licenses through training received in the SIU's Harry Lundeberg School for Seamanship in a program jointly operated by the SIU and the American Maritime Officers Union. A total of six Seafarers have now upgraded themselves to Deck Officers Licenses.



Scarpelis Kushner

Walter Kushner, who sailed for a number of years as AB, received his 3rd Mates License. Brother Kushner is 36 years old and was born in Brooklyn, New York, where he makes his home.

Thomas Scarpelis has been in the SIU for 18 years and sailed for a good deal of that time as an AB. He, too has upgraded to his 3rd Mates License and will enjoy the additional pay and responsibility of his new position. Brother Scarpelis, who is married and has one child, is 37 years old and makes his home in Clifton, New Jersey with his family.

Both Kushner and Scarpelis completed the intensive course of study at the joint SIU-AMO school and passed the required Coast Guard examinations.

The training program, operated under a reciprocal agreement between SIU and the American Maritime Officers, is the first of its type in the maritime industry.

Applicants can begin receiving instruction at any time. The period of instruction will be determined by each member's individual ability and knowledge, and the

instructors' satisfaction of his readiness to take the examinations.

The training program was instituted in line with the SIU's objective of encouraging and assisting unlicensed personnel to upgrade themselves.

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training.

Senate Sets Probe Of U.S. Shipping For April 12-13

WASHINGTON — Full scale hearings on Federal shipping policy proposals and the needs of the merchant marine have been rescheduled for April 12 and 13 by the Senate Commerce sub-committee on Merchant Marine and Fisheries.

Originally scheduled for Feb. 27, they had been delayed to allow formulation of a national policy by the White House, according to a joint announcement by Senator Warren Magnuson (D. Wash.), chairman of the Commerce Committee; and Senator E. L. Bartlett (D. Alaska), head of the sub-committee.

According to spokesmen, the sub-committee will conduct a thorough study of the American Merchant fleet's requirements and review in full the adequacy of government policies and programs concerning it.

SIU President Hall Addresses Social Security Rally



An enthusiastic crowd was on hand at New Orleans SIU hall on March 12 to hear SIU President Paul Hall and other speakers stress the importance of passage of the Administration's social security bill. Rallies were held in 14 major cities as part of the AFL-CIO's drive to coordinate public support for the proposed legislation. AFL-CIO President George Meany called for the same type of effort that led to enactment of medicare legislation in order to bring about the long-needed social security reforms.

AFL-CIO Endorses Gov't Program To Aid Hard-Core Unemployed

WASHINGTON—Organized labor has called on the federal government to expand the war against poverty and honor its commitment to the nation's poor "even as we fulfill our commitments in Viet Nam."

The AFL-CIO at the same time gave its endorsement to a 1966 commission study that would establish a federally-supported effort to put the hard-core unemployed to work in much-needed public service programs.

In testimony before a Senate labor subcommittee examining the three-year-old war against poverty, AFL-CIO Legislative Director Andrew J. Biemiller declared that a good beginning has been made "but much remains to be done."

"Even as we fulfill commitments in Viet Nam and elsewhere overseas," Biemiller said, the resources allocated at home "are altogether inadequate in terms of the need and of our capabilities." He warned that incalculable harm would be done if the "forward thrust" of the poverty war is lost and "the reasonable expectations of the poor are frustrated."

Biemiller praised the achievement of the Neighborhood Youth Corps, the Job Corps and the Community Action Programs and urged their expansion as "the high-road out of poverty for millions of Americans."

He urged that the present 90 percent funding by the federal government be continued because of the inability of areas where the poor are most highly concentrated to increase their level of participation. He also asked an immediate supplemental appropriation to restore vital programs that have been cut back.

By way of a report, Biemiller told the committee that the AFL-CIO is "deeply committed" to making the anti-poverty program a success. The federation has encouraged affiliates to enter into state and local programs, he said, and highly successful labor-initiated programs are under way in West Virginia, Maine, California, Wisconsin and the 10-state Appalachian region. He also noted that more than 3,000 union officials are active in Community Action Programs.

One of labor's functions has been to monitor programs at every

level to determine if they are fulfilling their intended purpose, he observed.

Consider Revisions

Biemiller suggested that consideration be given to revisions in the Job Corps program "in terms of the realities of today's job market." He urged the utilization of nationally recognized private groups, "including trade unions with years of experience in manpower training for various skills." Such changes, he said, would improve the quality of training and the young men would have further assurance of more advanced training and a greater likelihood of good-paying jobs.

He predicted that the ultimate success of all anti-poverty programs would be the degree by which they are meshed with other federal programs, "particularly those which seek to provide jobs at decent pay for the millions of working poor."

He noted that most of the anti-poverty programs are aimed primarily at education, counseling and job training while more than half of the poor families have a member who has a job.

"These are the working poor," he declared, "and their impoverishment is due mainly to low wages, underemployment or unemployment."

A substantial inroad in this problem could be made, he said, through a federal program that would attack America's "huge backlog of public service needs" in parks, playgrounds, hospitals, libraries, nursing homes, highways, public protection activities, conservation and other public and private non-profit undertakings.

This program was first advanced by the National Commission on Technology, Automation and Economic Progress in its report to the President. The initial program, on a five-year basis, would be funded at \$2 billion and ultimately provide 500,000 jobs.

Biemiller declared that the program would add to total employment and would not displace any workers. It would provide services that are badly needed now but for which most state and local governments lack funds.

The AFL-CIO spokesman expressed confidence that the committee's examination and evaluation of the anti-poverty program would show that it can be expanded intelligently and effectively. "It is our judgment that the funds committed for programs to date are inadequate, and are far less than the American people are willing to invest in achieving victory in this war."

Seafarer Pickets Lend Solid Support In SIUNA Oil Workers' Beef on Coast

SAN FRANCISCO — Deep-Sea SIU members are aiding SIUNA-affiliated International Union of Petroleum Workers members in their accelerated picketing campaign against both Standard and Chevron service stations and the company's main offices in downtown San Francisco.

The picketing that started on a small scale by the IUPW-SIUNA in the Bakersfield and Los Angeles areas shortly after contract termination last month, has now spread over an area from San Diego to the San Francisco Bay area.

Response Excellent

In addition to picketing service stations, SIUNA-IUPW is making "do not patronize" materials available to other labor unions for open display in union halls and for mail out appeals to members of organized labor to help in the campaign. The response from other labor unions has been excellent.

In San Francisco, deep-sea Seafarers are picketing the main headquarters of Standard Oil on a six-day a week basis.

While strike action against either company is highly probable, the IUPW is determined to make every effort to reach a satisfactory settlement before calling its members off the job. Bargaining sessions are scheduled with Standard and Chevron under auspices of the Federal Mediation conciliation service.

The fight with Standard Oil company amounts to a "fight for survival." The Company's attack

on the Union hinges on an all-out effort to enlarge company prerogatives in determining the job security of employees. Standard wants the right to establish new jobs, eliminate, change, expand, transfer, reduce or combine jobs without the Union having the right to grievance or arbitration procedures.



Seafarers are lending an assist to SIUNA-affiliated Petroleum Workers on the West Coast in picketing Standard Oil and Chevron service stations. Above, pickets patrol before Standard Oil Co. headquarters in San Francisco. IUPW beef centers around company attempt to reduce job security in contract talks now underway.

The Atlantic Coast



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

I have been watching the labor situation in Puerto Rico closely and note that while the cost of living has hit a record high and continues to rise, there are many non-union workers on the island who are still denied those minimum wages set forth by 1966 amendments to the Fair Labor Standards Act. It is imperative that this situation be rectified and I certainly hope that hearings now going on will accomplish this and that Puerto Rico workers will obtain minimum wage coverage.

New York

Ed Kaznowski was by the hall lately in-between visits to the race track where he's passing some vacation time. Ed last served as chief steward aboard the Seatrain **San Juan** which made a Puerto Rican run, of course.

After a shivering stint to Northern Europe aboard the **John B. Waterman, Mauri Karlsson**, oiler, is taking a breather on the beach.

Edgar Nelson shipped out as AB on the **Barre Victory** for a trip to Viet Nam. Back on the beach for a while, Edgar is taking a vacation. And **Rudolph Karner**, who served as pumpman on the **Monticello Victory**, is enjoying some vacation time after his run to Japan.

Philadelphia

Shipping out of the port of the City of Brotherly Love has been fair lately. The outlook, however, is for brighter prospects.

Bennie Crawford was by to scan the boards. Bennie, registered and ready to roll again, last shipped as chief cook aboard the **Cape San Diego**.

Chief steward aboard the **Producer, James Winters**, is back in port after a good trip. Jim will be ready to go again in just a few weeks.

William Millison, who last shipped aboard the **Potomac** with a deck department spot is registered once more and is resting up on the beach before riding the waves again.

And **Alex Tuum** has also been by, chatting with his SIU buddies and eyeing the boards for the first deck department job. Alex last shipped out aboard the **Henry**.

Deck hand **B. L. Winborne** is back around the hall fit for duty and waiting to ship out. The 20-year veteran was in drydock for a while after signing off the **Chilore**.

Puerto Rico

Julio Delgado was the bosun aboard the **San Juan** when she made her last run through here this period. Also on board were **Leoncio Calderon**, who will hold down the steward's job, and **Eric Sommers, AB**. The **San Juan** is bound for Okinawa.

Governor Sanchez had talks with Labor Secretary Willard Wirtz to explore the possibilities of gaining more employment for Puerto Rican migrant workers on the mainland.

Baltimore

Shipping here has been only fair the last two weeks but looks good for the coming period.

At present, we have the **Alamar, Losmar, Ohio, Maine, Venore** and **Seatrain Washington** laid up in port. The **Venore** should be ready to crew up next week but there is no report on the others.

During the last period we had three ships paid off, three signed on and six in transit.

Clarence Houchins is ready to ship on the first job that comes along. Clarence, who has been sailing in the deck department for about 22 years, last paid off the **Alcoa Trader** to take a brief vacation.

B. S. Wilamoski would have made another trip on the **Duval** but she went in for repairs and left him on the beach. Brother Wilamoski has been sailing for some 18 years in the Engine department.

Boston

Shipping out of Beantown has been fair lately but we expect it to be even better in the up-and-coming period.

Oldtime **Thomas Fleming**, who has proudly carried his SIU membership card for 25 years, was by the hall lately to see some seafaring buddies. Tom's last jaunt was aboard the **Helen D** as an AB.

Pete Choplinski is tired of walking around in this winter's snow so he's waiting about for a sunshine run to get him away from it all. **Peter Jomides**, a 25-year SIU man, last shipped as oiler on the **Platte**. Pete is waiting for a coast-wise run that won't take him too far from home.

Norfolk

Bullard Jackson is taking a short rest before shipping out again. Bullard's last billet was aboard the **CS Baltimore** as an FWT for eight months. **Bill Price**, an 18-year SIU member, got off the **Penn Challenger** in California to fly home and be with his family.

Contact Union On Draft Status

All SIU men, regardless of their ratings, who are sailing actively and whose draft status is in question should communicate immediately with the Union, giving full particulars. Direct all letters and communications pertaining to draft board matters to Earl Shepard, Chairman, Seafarers Appeals Board, 675 Fourth Ave., Brooklyn, N.Y. 11232. The SIU and the Maritime Trades Department have been seeking to have seafaring declared an essential industry because of the vital supporting role it is performing in the Viet Nam conflict. This effort has not yet been successful but the Union meanwhile has been endeavoring to obtain deferments.



The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The SIU-Inland Boatmen's Union contracted Crescent Towing and Salvaging Co. has commissioned what is reputed to be the most powerful tug in the American fleet, the **William S. Smith**, in New Orleans, along with her sistership, the new **Jason Smith**.

The **William S. Smith** had been part of the Crescent tug fleet for over seventeen years. Among the new innovations is a totally new superstructure, revamped bulwarks, a fantail specially widened to accommodate twin screw installation providing four times the original power.

The **William S. Smith** will be within range of most major world ports with her enlarged bunkering facilities that will allow sustained runs in excess of 50 days.

Crew comfort has not been overlooked: She has been air-conditioned throughout.

The SIU-manned **Del Sud** ran aground in 19 feet of water at the mouth of the Mississippi. She stayed stuck for almost four days.



Ferreira

Hazard

It took the tugs **Humrick** and **Port Allen** of the Crescent Towing and Salvage Co. to ease her off after some cargo was unloaded.

Seafarer **Robbie Maas** was one of 120 members stranded on the **Del Sud**. Robbie was impatiently waiting to see his recently arrived son, **Darin**, born just a week after he left the States. Maas was happily united with the newest member of his family following four frustrating days.

New Orleans

Fireman **Ernest Torres** recently piled off the **Seatrain Delaware**, which has been sailing between New York and Puerto Rico. He is now looking forward to making a billet on the **Del Rio** when she touches port. He makes his home in San Juan. Seafarer **Aden Ezell, Jr.** finished a deck department tour aboard the **Alcoa Ranger**. Sailing regularly as bosun or AB, Ezell prefers a coastwise run when it's available. He lives in Mobile, but occasionally comes over to the Crescent City to scan the shipping board. AB **Paul Mayeux** ended a tour to the Far West aboard the **Overseas Joyce**. Paul is resting on the beach, watching for another vessel going to the Western Pacific. He makes his home in New Orleans.

Paul Turner is relaxing after a trip aboard the **Del Sud** as bosun. Turner missed the trip when the **Del Sud** went aground at the Mississippi's mouth, but he doesn't seem to regret it. Now, he's looking for anything, going anywhere. Paul makes his home in New Orleans with his wife and two boys.

AB **Frank P. Russo** told us recently that he would advise all young men to get a good education. He remembers the days when educations were harder to come by and says kids today are foolish to pass up the opportunities they

have. His last job was on the **Del Santos**.

Mobile

Shipping out of Mobile has been a bit slow lately and prospects for the coming period remain not much brighter.

Around the hall lately have been a number of oldtimers. Among them are **Raymond "Blackout" Ferreira**. **Blackout's** last ship was the **De Valle** as bosun, a spot he held down on her for the last 28 months. **Blackout**, who has carried his SIU card for 25 proud years, has shipped in all deck ratings mostly from the Gulf area. He makes his home in Mobile with his wife.

Del Sud Freed After Five-Day Grounding in Gulf

NEW ORLEANS—The SIU-contracted Delta Steamship Lines vessel **Del Sud** was refloated without damage or any injuries to passengers or crew after spending five days aground in the Mississippi River-Gulf Outlet, about 50 miles from New Orleans.

The vessel was returning from a South American cruise with 58 passengers and 120 crewmembers aboard when she went aground. Until the combination passenger-cargo ship was refloated with the aid of four tugboats, passengers made the best of their unexpectedly extended cruise and most enjoyed their extra days "at sea."

At no time was the ship in any danger.

The person most anxious for the vessel to be refloated and finally dock at New Orleans was probably Seafarer **Robbie Maas**, whose wife had been waiting ashore for the ship to dock with Maas' infant son, whom the Seafarer had never seen.

Upgrading on the Lakes



Great Lakes Seafarer **Ted Hansen** (right), now a second cook, gets his diploma from SIU Agent **Don Bensman** in Alpena, after successfully completing course of studies at the SIU upgrading school. Hansen sailed in the steward department on the **A. E. Cornelius**.

House Maritime Unit Holds Hearings

Congress' Voice In MARAD Funds Held Essential By Rep. Garmatz

WASHINGTON—Annual Congressional authorization of appropriations for the Maritime Administration is of vital and major importance to the American merchant marine, Representative **Edward A. Garmatz** (D-Md.) told the Subcommittee on Merchant Marine and Fisheries of the House Merchant Marine Committee recently. **Garmatz** is chairman of the full committee.

The subcommittee is holding hearings on a bill (H.R. 158) and similar measures, which would amend the 1936 Merchant Marine Act to require authorization in the future for certain Maritime Administration programs.

The subcommittee heard testimony from representatives of labor, management and government—all of whom voiced support for the proposed legislation.

In pointing out the vital importance of the proposed legislation witnesses emphasized the deterioration of the merchant marine which has been brought about by years and years of neglect on the part of government agencies.

Shipbuilding Workers Union vice-president **Andrew A. Pettis** told the subcommittee "it is imperative that this bill be passed as a first step in the build-up of the maritime industry. The next important step is the establishment of an independent Maritime Agency," he continued. To support his call for passage of the authorization legislation, **Pettis** pointed to the steep decline of the maritime industry in recent years and the inadequate maritime budgets which have speeded this decline. "The Maritime Administration's fiscal year 1968 budget strikes another fatal blow to the drive to modernize our merchant fleet," he added.

Down The Drain

Representative **Alton Lennon** (D-N.C.), a member of the full Merchant Marine Committee who appeared as a witness before the Subcommittee, stated his opinion that the authorization legislation proposals are among the most important that have come before the Committee "in the 10 years I have been a member of the Committee." **Lennon** warned that the American merchant marine is "going down the drain," and declared that the House Merchant Marine Committee members "are the only people

who can save it."

Strong support for the enactment of maritime funds authorizing legislation was also voiced by **John N. Thurman**, vice-president of the Pacific American Steamship Association. **Thurman** called for a vastly increased shipbuilding program to offset the present state of deterioration of the U.S. merchant marine, the almost universal lack of optimism for the future of maritime if present policies are continued, and Russia's massive efforts with respect to her own merchant marine.

"Clearly," **Thurman** said, "it will be in order for the Congress to exercise control on this expansion of our maritime effort through

a process of continuous review by the responsible Legislative Committees. The pending bills would accomplish this objective."

FOREIGN PAYOFF? LEAVE CLEAN SHIP

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of house-keeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

Seaway Tolls to Remain Unchanged, U.S.-Canadian Authorities Agree

WASHINGTON—Toll charges on the St. Lawrence Seaway will not be raised at least for the next four years, the State Department announced here recently.

"In view of the rapid growth of traffic on the seaway," the department said, the governments of the United States and Canada have agreed that there is no necessity for a toll increase at this time. After four years the toll structure may be reviewed at the request of either country, the announcement added.

The waterway handled a record total of 49,249,000 tons of cargo during 1966—up 13.5 per cent over the previous year. Last year was also the first in which volume exceeded the estimate of the Tolls Committee, whose projected volume for 1966 had been 48 million tons.

Present tolls on the Montreal-Lake Ontario segment of the Seaway are 4 cents per gross register ton; 40 cents per tons of bulk cargo and 90 cents per short ton of general cargo.

New Toll Split

The State Department also said that U.S. and Canadian representatives have agreed to a new division of toll revenues. Under the new agreement, which the department says reflects cost incurred in recent years, the Canadian share will be increased from 71 to 73 per cent and the U.S. share will be decreased from 29 to 27 cents on each toll dollar.

These latest developments render void last year's agreement by joint seaway authorities which called for a 10 per cent increase in tolls and a 72-28 split with 72 cents going to Canada.

The toll hike turnaround is a temporary defeat for the St. Lawrence Seaway Development Corporation, the American agency charged with administering the U.S. share of the waterway. This agency released earlier this year a report based on two economic studies which supported an increase in tolls. One found that moderate hikes would have little influence on the seaway's projected traffic volume; the other concluded

that, excepting iron ore, tolls could be raised up to 50 per cent with little diversion of traffic.

New APL Liner President Grant Launched in Gulf

PASCAGOULA, MISS.—The SIU Pacific District contracted American President Lines launched its 572-foot cargo liner **President Grant** here on March 4. The vessel is the second of five being built by the company in its \$68 million replacement program.

The **President Grant** and her sister ships—the **Presidents Van Buren**, **Taft**, **Johnson** and **Fillmore**—have been designated the Seamaster class and will be assigned to round-the-world and Pacific services.

The **President Van Buren** was launched previously. The three other ships are in various stages of construction at the Ingalls Shipbuilding Division of Litton Industries at Pascagoula.

At maximum draft of 30 feet, the new vessel displaces 21,000 tons and has a cruising radius of 11,600 miles at a service speed of 23 knots.

The ship has a total cargo capacity of 845,000 cubic feet and is propelled by a 24,000-horsepower steam geared turbine which drives a single propeller.

Gas turbine generators, the first in maritime history, will be able to handle the full load of cargo operations in port and also provide emergency propulsion at sea if needed.

The new ships will each accommodate a crew of 45 officers and men plus 12 passengers.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Although a decision was made to allow the St. Lawrence Seaway toll to remain at its present level for the next four seasons, a charge of \$20 per lock will be made against vessels transiting the eight-lock Welland Canal that connects Lake Ontario and Lake Erie. The fee will increase \$20 a year until it reaches a charge of \$100 per lock, or \$800 for full transit, by 1971.

Chicago

Fit out for this area is getting into swing with the crews called back for ships in Chicago, Manitowoc, Milwaukee and Sturgeon Bay. Despite a winter that set all records for inclemency, we predict an early fit-out for the area. However, some of the old faces are going to be missed at fit-out this year. Oldtimers who retired over the winter months include Brother Hartlaub of the John Galster and Olle Olofsson off the Milwaukee Clipper.

Seafarers and their families will have the opportunity this spring to use facilities at the spanking new clinic which takes up the entire third floor of the new SIU building at 1306 S. Michigan Ave.

Buffalo

This port is coming out of hibernation now. Marking the first activity of the season was the fitting

out of a paint gang dispatched for the Kinsman Marine Transit Fleet. However, heavy ice and record-breaking cold indicate that it won't be before the first part of April that crews will be called. Erie Sand and Gravel has indicated their first vessel—the Scobell—will begin its fit-out around April 8th.

We're glad to see back those Great Lakes men who are returning from winter trips off the coast to various parts of the world.

Cleveland

Registration is going slowly but steadily, assuring enough men to crew up ships laid up in this area as soon as they're ready for crew calls. A look at the lake in this port though is not too encouraging, with ice blanketing the water for as far as the eye can roam. Tentative dates for self-unloaders to begin operating is the first week in April and for straight deckers, the 3rd or 4th week.

THE INQUIRING SEAFARER

Question: What do you think about today's youth and their clothes, music, hair styles? (Asked at the New Orleans hall.)

James Mainella: Youth always reflects the society that parents create for their children. Parents are always the foundation for young people's actions. The children of today will have children reflecting their attitudes also. Of course, there is always a certain amount of revolt against the older generation, but I think it is overplayed.

C. W. Garrison: I don't think much of today's youth. I particularly do not like their styles of dancing or their hairdos. Youth today seems to be wilder than when I was a young man. Perhaps the changing times and the speed with which times are changing has something to do with it. People are living faster. I don't think things could get any worse.

Horace Curry: I think they're crazy. Most of it is fad: as the world goes so do the kids. It'll probably die out, the fad that is, not youth. Kids basically want to be noticed, that's why they act and dress crazy. Modern kids are more machine minded. And there is more money to go around so that they can afford to be machine minded nowadays. I have two

grown children and they think that I am old-fashioned.

Vincent Fitzgerald: I think that today's youth are way out of line.

Their dress is sloppy and dirty. Some don't wear shoes; some don't bathe. Of course, you have to put the blame where it belongs: on the parents. Discipline, and good examples, begin at home.

Charles Dowling: The hairdo and dress of today's youth is simply wild. But I think that it is a trend of the times. However, I don't think that today's kids are any better or worse than kids when I was young. We got into just as much devilment in the old days. But it's different when you're doing the devilment and trying to correct it—your approach is different. I think that today's youth are by far much more educated.

Nels Lornsen: Youth is alright. I'm 77 years old and can't see anything wrong in being young. Sure, there have been plenty of changes since I was young. The youth of today are better than in my day, for many reasons. They're better educated; better behaved; and they have a better opportunity for advancement and I think that most of them take advantage of the opportunities offered them.

DISPATCHERS REPORT

March 11 to March 24, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	1	1	2	0	19	2
New York	76	36	43	25	8	215	97
Philadelphia	13	6	5	2	2	26	11
Baltimore	40	13	11	3	3	105	49
Norfolk	6	9	5	3	10	14	13
Jacksonville	6	2	1	1	2	17	9
Tampa	6	3	2	2	2	15	7
Mobile	33	9	3	4	0	94	25
New Orleans	49	35	34	26	6	137	74
Houston	47	35	41	32	2	156	91
Wilmington	20	5	11	5	22	43	3
San Francisco	47	18	40	23	32	43	2
Seattle	23	13	18	8	19	30	2
Totals	372	185	215	136	108	914	385

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	2	2	4	1
New York	56	33	32	41	22	160	91
Philadelphia	6	6	9	2	4	19	11
Baltimore	11	17	9	12	1	59	48
Norfolk	10	5	2	4	7	19	12
Jacksonville	5	2	1	2	0	9	1
Tampa	7	1	2	2	2	15	2
Mobile	16	8	12	15	8	44	11
New Orleans	39	24	24	27	12	105	54
Houston	28	35	34	24	10	72	84
Wilmington	8	7	6	7	15	29	8
San Francisco	37	20	25	21	54	20	4
Seattle	11	10	8	7	8	18	9
Totals	237	169	165	166	145	607	336

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1	2	0	1	2	1
New York	70	18	46	7	19	155	36
Philadelphia	10	8	3	2	5	25	6
Baltimore	12	8	16	8	2	65	40
Norfolk	7	13	2	6	12	8	20
Jacksonville	4	2	2	1	1	7	1
Tampa	1	0	5	0	2	7	0
Mobile	13	5	5	2	0	66	15
New Orleans	44	42	34	38	5	96	75
Houston	42	13	26	4	6	105	59
Wilmington	7	2	5	3	13	20	9
San Francisco	17	7	24	10	45	44	3
Seattle	10	7	14	3	18	14	3
Totals	238	126	184	84	129	614	288

Seventeen Unions Form New Council

New AFL-CIO Unit Seeks to Spur Organizing of Professional Workers

WASHINGTON—Seventeen AFL-CIO unions, including the SIU, joined in setting up a new council designed to stimulate union activity among men and women in the professions, sciences and the arts—and to encourage cooperation among unions in these fields.

Delegates representing 400,000 union members pledged "to bring the fruits of collective bargaining" to workers in these fields. They promised to "exchange information and investigate means and methods for improving salaries, hours and working conditions."

Stressing the changes the space age has made in the pattern of the work force, delegates chose a name whose initials spell SPACE—the council of AFL-CIO unions for Scientific, Professional and Cultural Employees. Officers were to be elected at the final session.

Establishment of the council as part of the AFL-CIO structure was hailed by Communications Workers President Joseph A. Beirne in an address at the opening of the two-day convention. He termed it "a tribute to the flexibility of outlook and form of the American trade union movement."

By 1975, Beirne said, half of all workers will be in white collar occupations. "For this new group of workers—for these so-called middle class people from the professional, scientific and cultural

communities—we're going to have to bring out a more attractive, thoroughly modern union."

Friendly Hand

Delegates voted to extend a friendly hand to legitimate professional associations "with the aim in mind that we may eventually bring them into the mainstream of the labor movement."

Another resolution cited the exclusion of many professionals from collective bargaining legislation and urged state and federal legislation to extend to them "full bargaining rights."

Delegates also expressed concern at the inadequate coverage of labor's role and the history of the labor movement in schools and colleges.

AFL-CIO Organizing Director William L. Kircher challenged the delegates to take advantage of the "extreme flexibility" of the collective bargaining process to deal with the special problems of professionals.

Many of the answers, he suggested, came from "teachers, mu-

sicians, engineers, artists and actors and others who have long since embraced and remained faithful to unionism."

A growing number of professionals, Kircher said, "are discovering that professionalism plus \$1.09 will get a pound of sirloin at the supermarket on a sale day. A Ph.D. isn't worth an extra five TV stamps at the cashier's stand—and I think they are getting a little tired of seeing union laborers buy the steak while they buy the hamburger."

Participating in the founding convention were Actors Equity, the American Guild of Musical Artists, the Barbers, Broadcast Employees, Communications Workers, Electrical, Radio & Machine Workers, Intl. Brotherhood of Electrical Workers, Insurance Workers, Musicians, Office & Professional Employees, Operating Engineers, Retail Clerks, the SIU, Stage Employees, State, County & Municipal Employees, Teachers and Technical Engineers. A number of other unions were represented by observers.

Chavez Urges U.S. Labor Law Coverage For Farm Workers

"We need help, but we expect to do the job ourselves," Cesar Chavez, director of the AFL-CIO United Farm Workers Organizing Committee told 450 persons attending the John A. Ryan Forum here.

The job, Chavez explained, is organizing farm workers, especially migrant farm laborers, and shaping a solid union. He called the victories in the Delano, Calif., grape strike "spadework" for the task ahead.

Chavez said the migrant farm labor movement needs help from the general public to win two things that can turn the tide for a segment of society that received an old deal while the rest of the nation enjoyed the New Deal of Franklin Roosevelt:

- Protection of the National Labor Relations Act with the right to petition for Labor Board representation elections.
- Strict enforcement of the federal law limiting the amount of free public water that can be used for private profit. The limit is 160 acres irrigated for a farmer and an extra 160 acres for his wife. Chavez said the big growers in California have made a mockery of the law.

The John A. Ryan Forum is a lecture and discussion series sponsored by the Catholic Council on Working Life and the Catholic Adult Education Center. A number of unions cooperate in promoting the program, which is a memorial to the late Msgr. John A. Ryan, a labor supporter and a leader in the fight for social justice.

After his "Report on the Migrant Labor Movement," Chavez was questioned by a panel that included Dr. Deton J. Brooks, chairman of the Chicago Committee on Urban Opportunity; Don Bruckner, correspondent for the Los Angeles Times; and the Rev. Robert A. Reicher, chaplain of the Catholic Council on Working Life and treasurer of the Illinois Migrant Council. The moderator was Msgr. William J. Quinn, assistant executive secretary of the Bishop's Committee for the Spanish Speaking.

Chavez reviewed the history of organizing farm workers and cited the long list of failures. He said the job must be done by farm workers themselves. "We started out," he said, "by working on problems of the migrant worker at the community level. We formed an insurance company because that was the only way we could get insurance."

"We started a credit union and then built a community service center to hold the people together. We decided the best way to organize the whole community and then build the union."

The organization, he said, is leaning on the AFL-CIO for help with research and educational programs and winning the legislation needed to bring farm workers under the protection of federal labor laws.

"The rest we will do," he declared. "We need money and we could use volunteers in Delano, but we must do most of what has to be done by ourselves. Everyone in labor can help by supporting our boycotts."

When questioned about the threat of automation in the fields, Chavez said, "We are not against automation. In many cases we have welcomed automation because it has eliminated some work that was not fit for human beings. When new machines are brought in, we want the growers to take some responsibility for the people."

"We are happy to help improve production. There are many people around the world going hungry. If more production here can help feed them, we would be proud to help."

LABOR ROUND-UP

Julius F. Rothman, coordinator of the AFL-CIO Community Services liaison staff of the United Community Funds and Councils of America, has joined the staff of the AFL-CIO Department of Social Security. A graduate of Syracuse University, Rothman is a member of the Textile Workers Union of America and has been active in the labor movement since 1946. He is a member of the National Association of Social Workers and the Labor Department's Advisory Committee on Sheltered Workshops; a director of the National Social Welfare Assembly and a trustee of the National Institutes on Rehabilitation and Health Services.

Paul Fournier, Canadian director of the Distillery Workers since 1940 and a DWU vice president since 1946, died here March 9 after a short illness. He was 56. Fournier joined the DWU after serving seven years as chief Canadian organizer for the Hatters. The DWU credited a joint campaign by Fournier and union Pres. Mort Brandenburg, then DWU director of organization, with bringing 5000 distillery workers into the union.

Edward C. Adams has been named COPE director of the Allied Industrial Workers and assistant editor of the union's monthly newspaper. He replaces Gordon W. Brehm, now a mediator for the Wisconsin Employment Relations Board. Adams formerly was on the staffs of the Fire Fighters, the State, County and Municipal Employees and the unaffiliated Mine Workers.

Press coverage of the recent AFL-CIO Executive Council meeting at Bal Harbour, Fla., almost doubled that from the mid-winter council meeting in 1966, according to a compilation by the Western Union office in Miami. A total of 75,994 words moved over Western Union wires during the Feb. 20-28 period this year. The total filed by Western Union in 1966 was 41,270 words.

Jack Weinberger, who served the Hotel and Restaurant Employees for 50 years as a member of Waiters Local 30 and in recent years as secretary-treasurer of the international union, died here at 83 after a week's illness. He had retired in 1963.

'Gal Friday'?



A Changing of the Guard

Big business, with its unrelenting bombardment, has finally brought about the removal of Esther Peterson as Consumer Assistant to the President and her replacement in the post by television's voice of Westinghouse, Betty Furness.

Mrs. Peterson has fought hard for consumer-protecting legislation and to enlighten the American consumer on the subtleties employed by manufacturers and packagers to fool him. Her labor background made her the natural enemy of the business lobbyists and they never passed up an opportunity to attack her.

In the case of Miss Furness, we fail to see that her qualifications as a consumer coordinator go beyond opening and closing refrigerator doors or expounding on the merits of a Westinghouse deep freeze before the television cameras. Big business will no doubt feel somewhat more secure when she assumes her White House post in May.

Mrs. Peterson has done a splendid job of holding the big corporations, ad agencies, the National Association of Manufacturers and other business giants at bay. She could fight them on their own ground and, while not always victorious, she was more harassed than defeated.

The emasculation of the truth-in-packaging law was a severe setback, but in the temporary absence of strong consumer-protecting laws, Mrs. Peterson was achieving marked success from two other directions: education of the buyers and some harassment of her own directed at the sellers.

Business lobbies blamed the recent rash of housewives' boycotts against soaring food prices last year on Mrs. Peterson. She had nothing to do with them but in their wake she did launch a campaign to teach all women to shop more wisely and get the most for their money and endorsed consumer information programs by high schools. She received thousands of buyer's complaints on credit frauds, repair gouging and price increases hidden by larger packages or lesser content in existing packages and set out to warn consumers to be wary of such practices in lieu of laws preventing them.

Mrs. Peterson had, at the time she was relieved of her administration post, actually convinced some retail and textile industries to develop means of solving some guarantee and service problems and to make the labeling of wearing apparel more informative. She had even persuaded some super market chains to give housewives some degree of constructive guidance in their shopping.

All in all, a record of tireless and continuing effort on the part of the public servant whose voice was, as President Johnson said when he first appointed her, a vigorous one on behalf of consumers.

We don't presume to prejudge Miss Furness but we are skeptical about what might happen when Mrs. Peterson goes back to her full time job in the Federal Labor Department and the former actress moves in as Consumer Assistant to the President. It remains to be seen whether she will actively dedicate herself to bringing about greater safeguards on behalf of the consumer, or whether she will serve simply as public relations aide for the administration.

THE HAUNTING STRAINS of sea shanties were a familiar sound on the decks of ships the world over for many hundreds of years, perhaps from as long ago as when the first waterborne vessels put out to sea with working men to propel them—whether by oar or sail.

On today's modern ships, the shanty may be regarded by most Seafarers as merely a musical link with the past; pleasing to hear but somehow remotely quaint. It is also pleasant to reflect on the beginnings of these early work chants which were so much a part of the everyday lives of our ancestors whose livelihood was the sea.

Some musical historians believe that the shanty, which was in evidence whenever men had hard labor to perform with nothing but their bare hands and mutual co-operation, was the primary source of all song. The first man to chronicle shantying, a Venetian Friar named Francisco Fabri, wrote in the fifteenth century of those "who sing when work is going on, because work at sea is very heavy, and is only carried on by a concert between one who sings out orders and the laborers who sing in response . . ."

In the days of sailing vessels, the shanty was more than just a form of entertainment; it was a necessity. Indeed, a sailing ship could not properly run without shanties and a good singing voice could be as much of an asset to a sailor as the fundamentals of seamanship. Herman Melville, creator of the classic *Moby Dick*, illustrated this fact graphically in his recollections of his own earliest days at sea when he sailed aboard the whaler *Acushnet* on her maiden voyage to the Pacific in search of sperm whales. He wrote: "I soon got used to this singing; for the sailors never touched a rope without it. Sometimes, when no one happened to strike up, and the pulling, whatever it might be, did not seem to be getting forward very well, the mate would always say, 'Come men, can't any of you sing? Sing now, and raise the dead.' It is a great thing in a sailor to know how to sing well, for he gets a great name by it from the officers, and a good deal of popularity among his shipmates. Some sea captains, before shipping a man, always ask him whether he can sing out at a rope."

The crews of all sailing ships, merchantmen and whalers alike, had their robust and often profane work shanties. Set in leader-chorus patterns, they would both ease and facilitate the backbreaking tasks to be performed. There were special ones for each job. Halyard shanties were devised and employed for the more prolonged jobs such as hoisting and lowering the sails or yards, swaying heavy objects aloft and the like. For hauling jobs that required only a comparatively few good, hefty pulls, there were the short drag shanties. And to accompany the sometimes joyous, sometimes melancholy function of weighing or lowering anchor, pumping the boat or warping ship, was the capstan shanty. These last, the capstan shanties, were generally more elaborate and often quite sentimental in content.

It was often said in the days of the clipper ships that a skipper could predict his arrival date as much by the gusto the deck hands put into their singing as he could by the weather. Regardless of weather—or in spite of it—these vessels were driven by the sheer brute force of the crew and the manner in which they directed that force toward hemp rope and canvas sail was the major factor in determining the number of knots traveled each day. Whether they were based on hate or love, motivated by despair or happiness, the rhythm of words, combined with the rhythm of movement that only the shanties could provide, got the work done.

And when work was done, the leisure time spent in the foc'sle between watches had to have its communal aspect even for the most ardent of the model ship builders, mat makers and coconut carvers. This need was filled by the ballads—or "forebitter" songs—eagerly collected and exchanged by seafarers from the New England coast and the Gulf of Mexico to the West African coast and the wool ports of Australia; from Liverpool and London's Blackwall Docks to the Orient and the Arctic. A song fit any mood: bawdy, ironical, nostalgic, sad or coraical. Some were historically accurate and others related the current events of the period, based on details not always complete as sailing time approached, and therefore learned and passed on to succeeding generations with certain inaccuracies remaining unaltered. A few were filled with technical jargon and judged only by their degree of nautical perfection, but these did not gain the affection nor enjoy the lasting popularity that others did.

All of the songs—shanties and ballads—reflect the everyday thoughts and experiences of sailors (real and imaginary) both at sea and ashore. Despised by the majority of officers and worked without mercy

to a point almost beyond endurance, these old time sailors who manned the frigates and the clippers and the packets quite naturally chose the ship's officers as the chief enemies of their songs, followed by foul weather and the thieving girls they couldn't force themselves to stay clear of. The friends depicted are all too few; here and there a fair and respected skipper or a sweetheart they desperately hope is being faithful. A favorite topic apparent from all sources was that of the landlubber getting the worst of it from a sailor in any encounter, be it in matters of love, money or cleverness. No matter what the theme, the large majority of the shanties and ballads seem to have three things in common. First, a deep and natural feeling for beauty. Second, an unrelenting insistence on the overcoming toughness of the common sailor and his ability to withstand any odds, anywhere. And thirdly—underlying the toughness—a deep, aching uneasiness and a fond longing for something a little bit better.

There are hundreds of these anonymous songs of the sea but it is possible here to take a look at some of the more familiar ones and their backgrounds insofar as they are known.

Capstan Shanties

Shenandoah is perhaps one of the best loved of all shanties. Not really a song of the sea at all, it probably was originated by Canadian or American voyagers and tells the tale of the trader who fell in love with the Indian chief *Shenandoah's* daughter.

The Sea Chanty —A Link With The Past



"Shenandoah, I love your daughter," he said, and when the chief protested, fed him fire-water and carried the girl "Across the wide Missouri."

Used as a work song but equally at home in the foc'sle, *The Maid of Amsterdam* (A-Roving), is considered by some historians to be the oldest of the capstan shanties. There are several versions of this favorite; the girl makes advances to the sailor in some and in others it's the other way around. Either way, when the sailor returns to his ship with his money missing it is reason enough why he'll go no more a-roving with this fair maid.

Santy Anna is an example of both the historical and the current events-inspired shanty. Relating the victorious exploits of General Santa Anna in the Mexican War, it fails to make mention of the fact that General Taylor forced the wily Mexican into final retreat in February of 1847. The song appears to have developed from first reports of the fighting when Santa Anna had the upper hand and did, indeed, seem temporarily to have won that decisive battle.

Row Bullies Row, the singing story of a Liverpool sailor who sailed to San Francisco with the idea of settling there and got himself shanghaied back again to Liverpool, was more of a forebitter but was used at the capstan when the spokes were spinning easy. The refrain of this one: "The girls have got hold of the tow-rope today" indicated that the ship was sailing along at a good clip.

An outstanding favorite as a song of farewell was *South Australia*, originally sung on the wool clippers when they lifted anchor for their trips between Australian ports and London. There is a record of at least one man who, on his death bed, asked his shipmates to bid him his final farewell: "I think I'm

slippin' my cable lads. Strike up South Australia and let me go happy."

For homeward bound seaman, there was the roaring and exuberant *Whop Jamboree* which follows the progress of the ship past the Isle of Wight through the English Channel and into the London River in eager anticipation of the girls waiting at the Blackwall Dock. From its reference to Blackwall, it is reasonably safe to assume that this capstan shanty originated among sailors on the Far East run.

Sally Brown, about the Creole lady who wouldn't marry but kept the sailors coming happily back to spend their money on her, was a favorite for heaving up anchor. It dates back to at least the 1830s; was sung at the capstan of the Western Ocean packet ship that brought Captain James Marryat to America from England in 1837, according to his own writings.

A shanty that captures the feeling a sailor has for great seamen is *Old Stormalong* which tells of the death and sings the praises of a respected skipper.

Halyard and Short-Drag Shanties

Paddy Doyle is a short-drag shanty, unusual in that it is usually sung by only two men instead of a gang. It accompanies the bunting of a sail during which the men stand aloft on foot-ropes and, leaning over the yard, grab the bunched-up sail and try to heave the canvas onto the yard before lashing it in a furled position. *Paddy Doyle* was a famous boarding house keeper in Liverpool and the shanty draws on the superstition that leaving unpaid bills when leaving port is bad luck.

Old Billy Riley, about a dancing master with a pretty daughter who is unavailable, is so fast and fierce that the sail would have to be really light or the occasion desperate for men to pull at the halyards to such rhythm. It is said that this shanty probably originated on 17th century Dutch droghers in the West Indies sugar trade.

Whiskey Johnny was a halyard shanty usually used when the crew was working aft near the captain's quarters. Telling of the bad effects of whiskey and the need for more, nonetheless, the verse alludes to a skipper who treats his crew right and gives them whiskey twice a day. It was probably as much a hint to the skipper concerned as it was a work song.

Haul on the Bowline is said by many to date from the time of King Henry VIII. Although this has not been proven, it is quite certain that this short-drag shanty is older than most. The song remained a favorite until the last days of sailing ships but it had even then been a very long time since bowlines needed much hauling on.

Boney, a short-drag shanty, was a fairly accurate, though brief, account of Napoleon's career through his exile to St. Helena and his death. Seaman continued to find Bonaparte worthy of song for seventy years after his death.

Foc'sle Ballads

The infamous exploits of the bloodthirsty *Captain Kidd*, one of the most cherished foc'sle ballads of them all, came into being soon after the notorious pirate was hanged in 1701 and can still be heard on the New England coast today. A curious error in the song that has never been explained is Kidd's first name which is sung Robert instead of the correct William.

One of the oldest of the sea songs still popular today is *The Mermaid* which links mermaids with bad weather and other evil happenings. It dates from at least the time of Melville because he quotes it in "White Jacket."

The Handsome Cabin Boy is a fantasy, quite funny, which illustrates the deck hand's common dream that there is a girl among the crew dressed as a boy. This is the tale of a cabin "boy" who became pregnant with no one to be found to answer for the girl's plight but the skipper himself. In one version, the skipper's wife is also aboard which adds considerably to the humor of the situation.

While Cruising Round Yarmouth probably originated among the men who traveled to the Far East in the Blackwall frigates, but the sailors of Western Ocean packets adopted it as the well-known *Blow the Man Down*—a shanty as popular below decks as above.

A spicy and ribald song that remains a favorite to this day is *Do Me Ama*. Its appeal perhaps lies in the tale it tells of a wealthy lecher being outwitted and a grand lady being humbled by a sailor.

These then, and many, many more, were the songs of work and relaxation for the sailing men of yore. They are happily no longer needed today in order to get the job done, but they still represent a common bond with the past—a special heritage for all men who devote their lives to the sea.

SHIP'S FIGUREHEADS

Lions, Maidens and Dragons



THE FIGUREHEADS that adorned the prows of sailing vessels during the days of the famous Yankee Clippers were most often delicately carved female figures.

Had such carvings been in vogue when ornamental figureheads first began being used on ships however, the ladies would have had to have hard heads indeed, for the first carved figureheads were probably the battering rams on Roman war galleys—used to ram and crush the sides of enemy vessels.

Primitive man often painted the bows of his fragile vessels in accordance with his religious beliefs to insure safety on voyages. The ancient Chinese painted huge eyes on the prows of their ships to guard them from evil spirits and enable them to "see" where they were going and reach port safely.

Latter day Roman merchant ships often replaced their ornamental figureheads with human figures, and this may have been the first such use of human figures

for this purpose. But the practice did not become universal. Viking ships, which wreaked havoc up and down many coasts, normally carried a carved dragon that held its head high above the bows. In heavy seas, when the vessel itself with its scant freeboard was invisible, the carved dragon head must have looked like a giant sea serpent cruising through the waves.

Animal figureheads were popular with many mariners for a great while. The British, for example, often made use of their national emblem, the lion, as figureheads. On the other hand, Spanish vessels at this time often carried figureheads representing various saints or even the holy family.

On American merchant ships the figurehead was often a representation of one of the shipowners' family—a wife or daughter—often the same individual the ship was named for. The warships of many nations however, often carried figureheads representing famous admirals or national heroes.

Special Art

The carvers of ship figureheads were practitioners of a very special art and had to follow rigid rules. For instance, figureheads had to be highly functional. They had to be quite strong and compact and were designed to fit the available space on the ship.

Although they were often highly ornate and heavily carved, the work had to be done so that there were no depressions, such as the folds of a garment, that would hold water—lest the figure rot. This was especially true on those made in America which were usually soft pine, as opposed to the more durable oak and elm used in Britain.

After the carving was completed, it was usually soaked in oil to prevent decay from salt water and then painted. The carvers were often paid for their work according to a schedule based on the number of guns the ship carried, in the case of carvings done for warships, or according to the tonnage of merchant vessels.

Far from being hacks or mere craftsmen, the better known carvers of ship figureheads were true artists with all the skill and knowledge of the finest sculptors. Others, it must be admitted, were very poorly skilled and turned out some pretty awful figures.

One of the best American figurehead carvers was William Rush of Philadelphia who was well known in his time. His skill as a carver was so great that during slack periods he often carved anatomical models for use by college classes in medicine. Other carvers turned their hand to ornamental furniture, carved doorways, mantels and religious figures during slack periods.



Second cook Joseph Vogelien (l.) discusses the day's menu with his colleague in the steward department, Messman Mothanna Ahmed. From the looks of it, a pretty good menu is planned.



Enjoying themselves at mess are (rear, standing) Ali Haddad and the seated crewmembers are Seafarers Glenn Ayres, James Linart, and Edw. Stinnett.



Wiper Homer Nagle looks up from engine room duties only briefly as he gives U.S.S. Gypsum engine room gear a going over.

FIT-OUT ON THE LAKES

Every year at the end of March, Great Lakes ports awaken from their state of hibernation. Fit-out time spells the advent of spring, the thawing out of thick ice, and the preparation of vessels for a season's activity. The first ship to fit out in the Port of Toledo was the U.S.S. Gypsum, a vessel manned by the SIU's Great Lakes District.

Setting up table in messroom of U.S.S. Gypsum is Messman Joseph S. Novak. It won't be long before Brother Novak and shipmates once again ply Lakes.



Also checking out status of engine machinery are Seafarers (left to right) Mohsen Ahmad, wiper; Yaki Mowari, fireman; and Leo Furman, wiper.



Elderly Urge Congress Support Increases

Inadequate Social Security Benefits Leave Many Elderly in Severe Need

WASHINGTON—America's elderly—organized 2 million strong in the National Council of Senior Citizens—urged the House Ways and Means Committee to support social security improvements to ease "the desperate plight . . . of older Americans forced to exist on inadequate incomes."

President John W. Edelman, recuperating from a serious illness, led off the testimony on behalf of the President's social security proposals. He was followed by other officers and staff members of the national council, which has more than 2,000 affiliated clubs of retirees.

The men and women receiving social security benefits "have worked all their lives to build a prosperous America but, now in their old age, are shut out from the prosperity they helped create," the council spokesman told the committee.

Cites Letters

The senior citizen witnesses cited statistics from government reports and documents. But they cited statistics from government reports and documents. But they cited also letters coming into their headquarters from people like the Cleveland woman who last month wrote Edelman:

"I am 72, an American, a wid-

ow for 28 years and I have worked for 46 years.

"Two and a half years ago, I fell and broke my right shoulder and elbow. That left me crippled in my arm.

"I get \$83.70 a month in social security but I have to pay \$50 a month in rent and for gas and light. It's mighty hard to exist after paying rent and gas and light."

Yet, Edelman pointed out, she is better off than the one in four women on the social security rolls who receive only the minimum benefit of \$44 a month.

Poverty Level

Nearly 2 million social security beneficiaries "have had to surrender their pride and dignity to keep body and soul together" by going on relief, the council witnesses noted. Many more "are too proud to ask for help . . . and often hide from their friends and neighbors because they are so bitterly ashamed of their poverty."

Appearing with Edelman, a former legislative representative of the Textile Workers Union of America, were his assistant, James Cuff O'Brien; William R. Hutton, executive director of the council, and Walter Newburgher, East Coast vice president and president of the Congress of Senior Citizens of Greater New York.

The council said the President's social security proposals have its "solid backing" although they don't meet all they need for improvement in the program.

Seeks Better Future

In the future, the witnesses said, social security taxes will have to be supplemented by general revenue funds "as a matter of justice and equity."

The council called for strengthening of medicare and a method of billing for doctors' services to relieve the elderly of the burden of paying bills and waiting for medicare reimbursement.

U.S. Leads World In Ship Scrapping, Lloyd's Reveals

LONDON—The United States continues to lead the nations of the world in the scrapping of its flagships, according to the most recent report by Lloyd's Register of Shipping.

Fourteen American ships of 92,584 tons were junked compared with 28 of 198,330 tons in the previous three months.

Britain was again in second place with 22 of 55,845 tons scrapped as against the earlier 27 of 107,072 tons. Following in order were Panama, Italy, Canada, Greece, Russia, Hong Kong, India and Liberia.

The overall total of ships scrapped in the quarter was 103 of 405,658 gross tons, a substantial drop of just over 140,000 tons from the 121 vessels of 546,682 tons that went to the breakers during the preceding three-month period.

World-wide losses of merchant ships through mishap, the report showed, were down for the fourth quarter in a row and at their lowest level in the past two years.

Figures for the third quarter of 1966 show a loss of 48 ships of 163,566 gross tons compared with 49 of 176,601 tons during the second quarter of last year. The previous low was 51 ships of 140,142 tons for the third quarter of 1965.

The losses involved eight vessels of 61,439 tons burned, 21 (62,399 tons) wrecked, 13 (24,504 tons) foundered and six (15,224) through collision. None were American.

No ships were posted as "missing" for the second straight quarter.

ton, Yorkmar, Penn Challenger, Oakland and the Calmar.

W. Koflowitch just came off the Longline in Honolulu. He had sailed as engine utility. Brother Koflowitch, known as "Flatop" around the SIU, will be shipping on the Platte next.

Wilmington

In the past couple of weeks we had the Young America and Manakato Victory pay off and sign on. Eight ships were through in transit and shipping has been very, very active. The outlook is for more of the same. For FOWT's the shipping outlook is especially good.

Seattle

Shipping is booming in this area. Since the last report the following ships were paid off: Meridian Victory, Trans Erie, Sagamore Hill, and the Platte.

Signing on were the Yaka, Meridian Victory, and Trans Erie. In transit were the Walter Rice and the Marymar.

Oldtimer F. P. McErlane, a real SIU oldtimer, is warming up for a run to Viet Nam after spending some time on the beach. His last ship was the Rice Victory as FWT. Marcus Evans, off the Platte, will take a vacation before shipping out on a Viet Nam run. Marcus is a 20-year SIU man. Isadore Levy is just off the Walter Rice, itching for a run to the Far East. Isadore has been in the SIU for more than a quarter of a century.

The Pacific Coast

by Frank Drozak, West Coast Representative



Many Seafarers have volunteered to picket Standard Oil-Chevron service stations in San Francisco-Oakland and Contra Costa Counties. They are aiding members of the SIUNA-affiliated International Union of Petroleum Workers and Machinists Local 824 in their beef with the company.

Members of all AFL-CIO unions and the public at large, are being asked to send their credit cards into the company with a note explaining why they are doing so: because the company fails to deal fairly with those unions involved.



Levy

Evans

Both the economic boycott and picket lines have spread to 19 company-owned service stations in San Francisco alone. The informational leaflet being handed to the public exclaims: "Help! Standard Oil Company of California is unfair. Don't Buy Standard Oil or Chevron Products."

San Francisco

Shipping in the bay area has been very active this period and is likely to remain so, especially for Electricians, Oilers and FWT's.

Paying off and signing on this period were the following: Del Alba, Los Angeles, De Pauw Victory, Jefferson City Victory, Baylor Victory, Lynn Victory, Amerigo, Oceanic Tide, Steel Travler, Santa Emila, Steel Flyer, Steel Vendor, Halycon Panther and the Elizabethport.

Ships in transit are the Cities Service Norfolk, Mayaguez, Tren-

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

The living is easier this April. Some foods temporarily are cheaper. The post-Easter clothing clearances offer money-saving buying opportunities in women's, children's and men's clothing. Mortgage interest rates have come down slightly from last Fall's "near-panic" peaks, and are likely to fall further.

We're even getting a little price competition in the auto business at the manufacturer level. In recent years the dealers have had to do most of the competing, while the makers held their prices up except for some "merchandising allowances" to move leftover models at season's end.

But this year, sales of new cars have been running 15 to 25 per cent behind last year. The result has been a price drop on both new and used models. One help in this respect has been a recent reduction in interest rates dealers pay to banks and finance companies on loans to finance their inventories.

Perhaps the most interesting news to moderate-income families is the manufacturer price cut of \$200 on a U.S.-made compact model (the Rambler American). This cut puts the U.S. compacts more directly in competition on price with the imported compacts, while providing more passenger and trunk capacity and power, and more widely-available service and parts.

The price cut also arouses new interest in the use of compacts, which save on operating costs as well as purchase price. The U.S. compacts usually can be counted on for average gas consumption of 20 or so miles per gallon and the small imports, about 25-30.

The six-cylinder U.S. compacts now are within \$200-300 of the four-cylinder imports. The dealers' own margin on compact and intermediate cars usually is about 18-21 per cent of the list price compared to the more typical 25 per cent on standard-size cars.

Another significant aspect of the announcement by the U.S. company (Rambler) that cut the price of its compact, is that from now on it will not change its model each year except for actual safety and performance improvements. If other manufacturers pick up this idea, cars in general will be cheaper. The imported cars hold down their costs by avoiding annual changes. These usually are only surface or appearance changes. More-important basic changes usually are made only every two or three years.

GASOLINE PRICES: The oil companies have raised gasoline prices again on top of last year's increases. They also have been avoiding price wars. People in the Midwest get chafed most for gasoline for no reason except the apparent lack of competition. Car owners in the Far West and Southeast also pay more than average. Those in the Northeast and Texas pay least.

The oil companies did not need the latest price increase since their "earnings" (profits) have risen in the past two years. They argue that the service stations do need the additional margin, and that half the increase is going to them. (One group of gas stations in California actually announced that it was raising its prices "to meet competition.")

Here are facts that can help you keep down gasoline bills:

- Most cars, unless they have very high compression ratios, do not need premium grade. The regular grade of most brands has been increased steadily over the years so that present "regular" now is the equivalent in anti-knock quality of the "premium" of a few years ago.

- Unadvertised brands of gas selling for 2 or 3 cents less usually are the same quality as advertised brands. In fact, the unadvertised brands usually are bought from the same suppliers and are the same gasoline, a major oil company admitted in testifying to the Federal Trade Commission several years ago.

FOOD BUYING CALENDAR: Eggs are the buy of the month—in fact, the year. April is the month of heaviest supply and in any case egg production is heavier than a year ago. Two large eggs or three medium are the protein equivalent of an average serving of meat at half or less the cost.

In red meats, beef is more abundant than last year, with pork also still in good supply, although supplies will be lower and prices higher when warm weather arrives. Fish filets and steaks also are in heavy supply. Canned salmon also is good value this year. Orange juice concentrate is in heavy supply and priced low.

COMPARATIVE PRICES, SPECS OF COMPACT CARS

	Price*	Length (Inches)	Width (Inches)	Wheel-base	Weight (Lbs.)	Horse-power (Cyl.)
Rambler Amer.	\$1839	181	70.8	106	2669	128/6
Valiant 100	2117	188.4	71.1	108	2780	115/6
Falcon	2118	184.3	73.2	111	2638	105/6
Corvaire 500	2128	183.3	69.7	108	2525	95/6
Chevy II 100	2152	183	71.3	110	2765	120/6
Volkswagen	1639	160.6	60.6	94.5	1764	53/4
Simca 1000	1639	149.5	58.5	87.3	1609	52/4
Opel Kadett	1695	161.6	61.9	95.1	1614	54/4
Ford Cortina	1815	168	64.9	98	1923	65/4

* Manufacturer's suggested list price, lowest-price model, FOB factory or port of entry. Excise tax included but not state and local taxes.

From the Ships at Sea

Wallace P. Auduson, Ship's Delegate of the Manhattan (Hudson Waterways), reported that the Captain praised the crew for a smooth running ship, and especially the Stewards Department for the excellent preparation of the food. He remarked, writes Meeting Secretary Clyde Kent, that "this is the best Steward Department that I have ever sailed with."

During a meeting presided over by Meeting Chairman William Padgett, the crew endorsed the Captain's word by extending a vote of thanks to the Stewards for a good job. A donation was collected and presented to Brother Fred Wilson, Movie Manager, for a job well done.

Ship's Delegate S. D. Richardson's report was accepted with a vote of thanks, writes J. E. Roberts, Meeting Secretary aboard the Yellowstone (Rio Grande Transport). Brother Richardson reported that he posted a list of Ordinaries, Wipers and Bedroom Stewards to alternate weeks of cleaning the recreation room and the laundry. One man was injured and taken off the ship in Cueta. The Yellowstone is en route to Columbo, Ceylon. Brother Richardson, during the meeting presided over by Meeting Chairman J. M. Davis, asked the crew to cooperate in keeping the mess-room clean. He also told the men that if they have a beef, to see him first. During the new business portion of the meeting, it was reported that the ship needs two new washing machines and an ice machine. A vote of thanks went to the Steward Department for its good food and service.

A beef about beef was the main item in Ship Delegate T. H. Holt's report during a shipboard meeting on the Coeur D'Alene Victory (Victory Carriers). He reported that it was brought to his attention that a considerable amount of the food in the meat box had gone bad. However, "it was taken care of by the Steward and Chief Cook by throwing the bad stuff over the side," he reported. Meeting Secretary Johnny W. Givens writes that a number of crew members complained that the messhall wasn't being cleaned up at night. All promised to cooperate. The Steward Department agreed to leave out enough cups for night time use.

Delmar Craig was re-elected as Ship's Delegate representing the crew members of the Los Angeles (Sea-Land), reports Meeting Secretary Thomas Thompson. During the new business portion of the meeting, presided over by Meeting Chairman Ralph H. Smith, the crew asked Brother Craig to write San Francisco Port

Agent Frank Drozak about men being reimbursed for transportation to and from signing on. During the good and welfare portion of the meeting, the crew decided that each department would take turns keeping the recreation room clean.

Milton Trotman was elected new Ship's Treasurer of the Sagamore Hill (Victory Carriers). The new ship's treasurer asked that money be donated for ship's business at the next draw. He suggested a levy of one dollar per man. During the good and welfare portion of the meeting recorded by Meeting Secretary Francis Napoli it was agreed that the crew could use a new washing machine. The Steward will see the Port Steward about new linen. The crew was requested to be a little more quiet at night so those about to go on watch can sleep. Members of the crew were advised that proper clothing was required in the mess-room at all times.

Jerome Hacker, Ship's Delegate on the Halaula Victory (Isthmian), gave a vote of thanks to Brother C. Arnold for doing a good job as Acting Ship's Delegate. During the good and welfare portion of the meeting presided over by Meeting Chairman Ted Tolentino, it was announced that a TV set would be installed in the recreation room. The ship's Electrician was asked to cooperate in taking care of the ship's fans, writes Meeting Secretary V. Tarallo. The Electrician replied that this was a difficult task as the company did not supply new fans or parts for existing ones. A vote of thanks went to the Steward Department for a job well done.

Movie lovers on the Del Sud (Delta) have agreed to raise the movie fund contributions to \$4 per man, Michael Dunn, meeting chairman reported. The movie fund totals \$524.32, the ship's fund is up to \$368. Dunn writes. Bob Hand, meeting secretary, reports that there is some disputed overtime but no major beefs. Hand writes that one man was hospitalized in Rio, another in Santos and the ship's stewardess left because of illness in San Juan.

A vote of thanks was extended to the Steward department for an "excellent job well done, especially holiday meals, they were superb," according to Meeting Chairman Arthur Fricks aboard the Our Lady of Peace (Liberty). Department delegates were also praised for their fine work. Meeting Secretary H. Carmichael reports that the new men on board, some making their first trip, have done their jobs very well.

All went well this trip," reported the Ship's Delegate of the

Angelo Turro (extreme left), Chief Cook aboard the Oceanic Cloud, and Confessor Axila, Third Cook, serve up chow to hungry G.I.'s, who are taking a meal break while guarding military cargo in Saigon.



Kent



Roberts



Givens



Craig



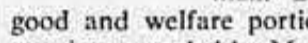
Mameito



Hand



Fricks



Thanks Union For Health Benefits

To The Editor:

Would you please print this in your next paper going to press.

First, I want to thank the Seafarers Welfare Plan for the wonderful way it paid my second hospital bill. I had two major operations in a space of nine months.

My husband and I are so grateful to the SIU Welfare Plan because without it we would have been in a desperate situation.

Also, I'm writing to urge all interested relatives and friends of Merchant Seamen to please write to their Congressmen and plead with them to fight for an independent Maritime Administration.

I've already written my Congressman.

Mrs. Joseph Schaeff

Oldtimer Recalls Dodging Icebergs

To The Editor:

The iceberg I saw in the Log, and the article, "Icebergs, A Major Sea Peril," recalled the time in 1909 that we went through, holding our breath all the way. It was in the full rigged ship Glenlui, in ballast on the voyage from England to Canada to load lumber for Buenos Aires.

It was midnight and blowing hard and with the ship close hauled under lower topsails. And there was the iceberg, a mile long it seemed, and so near on our lee and getting nearer.

To wear ship to keep clear? We would have to square the yards and run a mile before the gale to bring the ship on the other tack. The iceberg was dangerously near for that. To stay on the same tack and set the main upper topsail? It was taking the chance that the sail would stand the gale. The old skipper gave the order: "Set the main upper topsail! Hurry! Be ready men, and haul!"

We, the young, ran aloft and loosened the sail. Violently the sail was beating. The yard jerked with the roll. And we, on the swaying footrope, went swinging aloft between the dark sky and dark sea.

The men on deck tailed on the halliard, and pulling hard, hoisted the yard, singing with a gusto the chanty "Blow the Man Down."

Capt. R. J. Peterson

Medical Problems Need Appraisal

To The Editor:

Your two-page article, "The Nation's Health Crisis," was a lucid presentation of what ails the American health care "industry" today.

I think you got to the crux of the problem by the use of the word "industry" in the article. You did point out that health care in America, unlike in many other industrialized nations, is seen as business, subject to the laws of supply and demand, where the well-to-do can afford adequate medical care, while the poor and the not so well-to-do cannot.

"Free enterprise" is sacrosanct to most influential Americans.

Because of this ingrained, almost obsessive compulsion to protect "free enterprise" from all enemies, imagined and real, America has lagged behind other industrialized nations in passing much needed social legislation.

I believe there is a direction in which we can move to solve the nation's health problems, even given the set of circumstances that exist. We must clearly see that medicine is indeed an industry, like any other, and that it is a vital industry. What is more vital than health, to the American nation and to its citizens?

Like other vital industries, medicine is clearly in need of government subsidy. Looking at the problem in this light, I don't think many would object if Federal funds were pumped into hospitals, if the government set up scholarships for medical schools or subsidized the schools themselves, if Medicare were expanded to cover citizens other than the aged, and if other needed steps were taken to insure the blessing of good health to every American.

Ralph Kehimian

Right to Strike Is a Basic Liberty

To The Editor:

I believe that the working man's right to strike is essential

LETTERS To The Editor

in maintaining the freedom that we have enjoyed in America since the framing of the Constitution, essential to the preservation of "life, liberty and the pursuit of happiness."

The American Bar Association—the group that is the official voice of the nation's lawyers—should have better sense than to try to promulgate a doctrine that would be the beginning of the end of freedom in this country.

I am referring to the Bar's heavily-stacked study of national strikes in the transportation industries. As your article pointed out, the Railroad industry's workers, in the event of a national strike, are already forced to the arbitration table by existing legislation. Are maritime and airlines workers next?

The excuse for passing such legislation is "national interest." However, it is not in the national interest at all to limit the right of any worker to go on strike and to stay out on strike as long as he and his elected union officials see fit.

Whose interest is it in, then, to limit the power of the strike? The management's and investors', of course. As I see it from here, the whole movement to introduce compulsory arbitration legislation that would bind the shipping industry is merely the beginning of an attempt to solidify the ever-increasing power of the large corporations over life in America.

If the right of the shipping industry's workers to strike is limited, whose rights will be taken away next? And next?

Manny Koppersmith

G.I.'s Chow Down on Oceanic Cloud



Angelo Turro (extreme left), Chief Cook aboard the Oceanic Cloud, and Confessor Axila, Third Cook, serve up chow to hungry G.I.'s, who are taking a meal break while guarding military cargo in Saigon.

Seafarer's 500-Mile Walkathon Aids Fight On Crippling Disease

Seafarer Abe Handleman has been spending his time in an unaccustomed way in recent weeks—taking it easy. His idleness is not by choice, however, but rather enforced by doctors following an operation performed in the USPHS hospital in New York.

Brother Handleman was never a stranger to hard work even on his own time. Before joining the SIU and going to sea in 1960, he mixed concrete and drove a truck for the city in his native Baltimore.

With a large family to support, this might have been considered work enough for most men, but another, longer stay in hospital more than 20 years ago convinced Handleman that he could and would do more. While there he watched more than a dozen patients die of polio and determined to do what he could to help combat the dread disease.

And so he did. When the March of Dimes campaign got under way in 1946, Handleman immediately volunteered to raise contributions in his spare time. After work he pounded the pavements collecting whatever people would contribute on the street, in bars, bowling alleys, stores; wherever pennies or dollars could be found.

Seafarer Handleman's efforts for the March of Dimes, which netted an average of more than \$1,000 each year over a period of some 12 years, is even more noteworthy when it is realized that every cent of the money was collected on his own shoe leather.

Back in 1960, the March of Dimes presented Handleman with a certificate of appreciation for his years of tireless effort and he was the subject of several write-ups in the Baltimore News and other journals in that city. But praise for himself was not what he sought. Handleman's only comment was: "Thank the PEOPLE for what they gave."

Brother Handleman, who ships as a Bedroom Steward, seems never to be far from the action for long. For ten years of his life he sought it out himself as an amateur boxer.



Handleman

JERRY ADLER BALTIMORE NEWS CITY HALL COMMENT 500 Footsores Miles In City APRIL 14, 1960 So That Others Might Walk

WE ALL give to charity. But how many of us really work to help the sick and needy?

One such selfless individual is a city employe named Abe Handleman. His job: mixing concrete in the sewer department.



What's his angle, you may wonder? According to him: All my life I've wanted to do something good.

Also: In 1945 I was in a hospital for six months with a spot on my lung and saw 15 patients, old and young, die of polio.

My estimate: he simply enjoys doing good.

THE GOOD he did the polio campaign amounted to \$1,481.44.

He had each donor sign a scroll and had 76 sheets with 32 names on each at the end of his one-man trek.

Although he has a wife and five children, Handleman chipped in \$9 himself.

He solicited not only homes but stores, too, receiving anywhere from five cents to \$1 from most.

The largest contribution was \$25 from Wallace Motors.

"Towards the end, I began to feel a little tired," the 39-year-old man told me.

A certificate of appreciation is being readied for presentation to Handleman by the March of Dimes.

I THINK he deserves it and more.

Here's a guy with a city job who uses his only vacation to help others.

Why do I harp on his being a municipal employe?

Because I keep getting letters from people who want me to "expose" all the "political appointees on the city payroll who eat at the public trough."

In actuality, there are so few of these and so overwhelming a majority of the Handleman kind that I felt it important to tell about a typical employe.

A Baltimore newspaper columnist and the March of Dimes both paid tribute to Seafarer Abe Handleman, who worked continuously through his vacation time to aid the March of Dimes fund to research and combat the crippling effect of polio. Brother Handleman has been by the Headquarters hall lately following some time in drydock.

Seafarer's Act of Courage Lauded by Ship's Officers

An act of extraordinary courage and outstanding seamanship by Brother Vincent Louis Frisinga resulted in a letter of commendation by the Master of the Vantage Progress (Pioneer Maritime). The letter of commendation from the ship's Master, G. H. Catlender, which follows, describes the dramatic incident:

"On January 2, 1967, on or about 0200 hours (2:00 a.m.), U.S. Army Larc No. 56 was trapped on a tide pocket broadside of the bow of a Heavy Lift Floating Crane, and with strong winds and a heavy tide running, was in danger of foundering with one man aboard attempting to move the

bow of the small craft into the wind.

"Vincent Frisinga left his station as Night Gangway Watchman after observing the dangerous position of the Larc and boarded the Floating Crane and, without thought to his personal safety, jumped aboard the small craft and attached a line to the bow, then worked his way on board the S.S. Sebec and secured a line forwarded on the bow. He lowered himself hand over hand on the bow line down to the Larc, and then managed to bring the bow of the small craft into the wind where steerage way was recovered and removed the Larc from its hazardous position into safe waters.

"For this single act of outstanding seamanship, this Letter of Commendation is presented with pride and praise to Vincent Louis Frisinga."

Claim Gear Held by Customs

The personal gear of the Seafarers listed below who sailed aboard the Monticello Victory, is being held at the U.S. Customs Warehouse at Mobile. Customs informed the LOG that the belongings will be put up for auction within a year if not claimed.

Chester Gilbert Brown, John C. Kershner, Richard A. Sproul, Vicki Langford, Joe O. Donnell, Phil Choi, Thomas P. Anderson, Lius Guadamud, Howard C. Albertson, Earl Smith, Rolin Manual, Bernard Schwartz, Mike Broadus, Keith Faulkner, Nell D. Matthey, Emilio Sierra, Calvin J. Wilson.

FINAL DEPARTURES

Lawrence Earl Owens, 46: Brother Owens died suddenly of a heart attack while at the Newark (N.J.) Airport. Brother Owens joined the SIU in 1952, in Baltimore. He sailed in the black gang, as an FWT and Oiler. He was a WW II veteran of the Navy. Brother Owens resided in St. Petersburg, Fla. He is survived by his former wife, Lillian, two children, and a sister, Betty Jean Strickland.



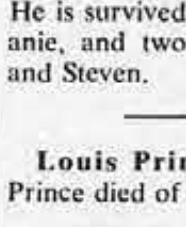
Roy Poole, 52: Brother Poole died of heart failure after an illness of two days. He died in the Norfolk USPHS Hospital. A resident of New York City, he usually sailed from that port. Originally from South Carolina, Brother Poole joined the Union in the port of Baltimore in 1945. He sailed in the Steward Department as a Messman. He is survived by his wife, Fannie.



Sam Robinson, 56: Seafarer Robinson died Dec. 14, following an illness, in USPHS Hospital, New Orleans. Born in Alabama, he lived in Mobile. A member of the IBU, Robinson joined the union in the port of Mobile. Robinson is survived by his wife, Ellarene of Mobile. Burial was in the Oaklawn Cemetery, Mobile.



Carlos Bayes, 24: Brother Bayes died an accidental death while at work as a tugboat Deck Hand. He had been employed by the Pennsylvania Railroad Marine Department since 1963. Married, he was a resident of Jersey City, N.J. He is survived by his wife, Stephanie, and two young sons, John and Steven.



Louis Prince, 55: Brother Prince died of a lung hemorrhage, Nov. 24, in St. Mary's Hospital, Port Arthur, Texas. Born in Avery Island, La., Prince lived in Port Arthur and joined the IBU in that port. He sailed as a cook and was employed by the Sabine Towing Co..



Thomas T. Willis, 37: Brother Willis died Jan. 16, while at sea aboard the Marore. Born in Texas, he resided in Winnsboro, Texas. Willis shipped in all departments. He served in the Navy from 1952 to 1954. Brother Willis joined the union in the port of New York. He is survived by his wife, Maria. Burial was in Wood County, Texas.



PERSONALS

Joseph A. Larity

Please contact your daughter, Linda, at R. R. #1, Hiser Station Rd., Milton, Ind.

Robert N. Bibbo

Contact your brother, John, at your first opportunity. His address is 56 Phillips Drive, Billingham, Mass.

Orlando Rosales Hoppe

Contact your sister, Elia Mullenix, 1115 Rose Ave., Oakland, Calif.

Anthony P. Rogers

You are a grandfather. Your wife asked the Log to inform you that your daughter-in-law, Mrs. Paul E. Rogers, gave birth to a healthy girl on Dec. 29.

Mike Gladis

Please contact Harry Wally at 550 West 54th St., New York, N. Y. 10019.

John Murray

Please contact your family as soon as possible in regard to a very important matter.

George Bunting Little

Please contact your daughter, Magaly Bunting y Fernandez, now Magaly Soto, at 3626 N.W. 103 St., Miami, Fla., or telephone 681-8062.

Lincoln Brigade Veterans

Cameron Stewart would like to hear from seamen who were in the Lincoln Brigade during the Spanish Civil War. He asks that they write him at 10622-H Tibbs Circle, Garden Grove, Calif. 92640.

Lisa Esquerre, born February 19, 1967, to the William Esquerre, Mobile, Ala.

Carolyn Franklin, born August 3, 1966, to the Franklin Benjamins, Kenner, La.

Amanda Lundy, born February 22, 1967, to the Thomas J. Lundy, Wilmer, Ala.

Jorge Nelson Gonzalez, Jr., born July 15, 1966, to the Jorge N. Gonzalez, Brooklyn, New York.

Lifeboat Class No. 172 Sets Sail



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
LIFEBOAT CLASS
CLASS NO. 172 GRADUATED
FEBRUARY 9, 1967

These graduates of the Union's Lifeboat School have received their endorsements as Lifeboatmen from the Coast Guard after completing the school's intensive course. Seated (l-r) are: Freddie Brown, Louis Eggleston, Pat McNulty and George B. Graczyk. Standing (l-r) are: Paul MacLean, K. C. McGregor, Bruce J. Smith, Samuel A. Sotomayor, John R. Marcimo and the school instructor Arni Bjornsson.

Dishing It Out



Chief Cook Nick Gaylord, on the Halaula Victory (Bloomfield) is serving up a delectable main course for Crew Messman Jay Lester (left) to carry to a hungry crew member. The photo was sent to the LOG by Seafarer Ange Panogopoulos, who sailed as chief steward.

Seafarer Gets Porthole View Of Impending Ship's Collision

Seafarer John A. Denais had the terrifying experience of looking out of a porthole and seeing a ship bearing down upon him.

The time was last October, and Utility Messman Denais was sitting in the messhall of the Steel Designer (Isthmian) with the Ship's Delegate. It was six o'clock in the morning. The sun had risen an hour earlier on a fine, clear day in Manila Harbor.

When Brother Denais looked out of the porthole he saw the S.S. Brookfield, a reactivated Victory Ship, headed straight for the messhall. The Steel Designer was at anchor and, of course, could not maneuver.

The Brookfield ripped into the Steel Designer, tearing a 27-foot-deep, three-foot-wide gash in her hull. The ship's delegate sounded the general alarm, and soon the entire ship's complement, including the 34-man unlicensed crew, was assembled by the gangway with lifejackets on.

Most of the gash was under the water line, and at first the Steel Designer took on water at a rapid rate. She began to list, but then stopped. The Brookfield, whose bow was buried in the Steel Designer's side, was acting like a

block, keeping the Isthmian ship from listing any further and from taking much more water.

Captain Kelly told the officers and crew that it would not be necessary to abandon ship, as almost all of the damage was contained in the number two hold, and the ship was not taking much more water.

All cargo was taken out of the number two hold, as well as from the number four hold, to balance the vessel.

The ship stayed in Manila for 28 more days, undergoing temporary repairs and awaiting orders to proceed to Saigon. "We lamed into Saigon with our cargo," Brother Denais reported. Then the Steel Designer sailed to Hong Kong, for permanent repairs at the Kowloon Shipyard. The ship was in dry dock for five days. While the ship was undergoing repairs, her crew enjoyed the fabled port of many pleasures.

Though both ships were badly damaged, there were no casualties aboard either vessel. The Steel Designer was carrying mostly general cargo, as well as some military cargo.



Denais

Scheduled Grudge Match No Contest When Cobra Fails To Answer Bell

A grudge match between two notorious enemies—a mongoose and a cobra—that never took place provided the material for an elaborate take-off by Seafarer Roy Guild, 45, whose hobby is writing stories about animals.

Brother Guild, who sails in the Deck Department as a Bosun was a spectator at the match that never quite came off in Karachi, Pakistan, in 1948. He was sailing as an AB at the time (he received his Bosun's endorsement in 1951) on the Steel Seafarer (Isthmian), which was unloading general cargo at that port on the Arabian Sea near the mouth of the Indus River.

Together with seven of his shipmates from the Steel Seafarer, he ran across the promoter of the fight, a native fakir, while roaming the streets of the exotic port. The fakir was standing on the sidewalk, trying to take up a collection. On one side of him lay a burlap sack, on the other, a basket covered with a lid.

He was exhorting passers-by on the hot and humid street to stop and see the impending exhibition. The eight Seafarers stopped and contributed a couple of rupees each. The fakir thought that this made up a sufficient gate "to justify the exhibition," and dumped a mongoose out of the burlap sack onto the sidewalk. The mongoose is native to India and Pakistan. A member of the cat family, it is famous for fearlessly attacking and killing the most poisonous snakes.

The native entrepreneur then took off the lid of his basket and began to play a flute. Inside the basket was a cobra, "a muddy-colored, evil-looking son-of-a-gun," according to Brother Guild. Cobras are very venomous snakes and cause many deaths in Pakistan and India.

The rest of the story follows exactly as Brother Guild told it to the Log.

"Apparently, this particular snake and mongoose had fought many times before, and because of these previous encounters had reached a point of acute boredom and futility and now had a healthy indifference to each other.

"However, the mongoose assumed his fighting stance as a matter of habit. The only remaining problem the fakir had was to get the snake out of the basket so the show could go on.

"He frantically played his flute and through curiosity the snake raised his head out of the basket. Recognizing the same old tune, he promptly went back into the basket.

"The fakir, sensing a refund of all his collected money was imminent, promptly went into a rendition of a livelier song. The snake came up to investigate, sensing the change of pace, but remained in the basket, unmoved.

"In the meantime the crowd became impatient, but not discouraged, because it appeared that the fakir and not the snake was the one in a trance at this point. The mongoose merely swished his tail from side to side, enjoying the

bonus of prolonged freedom from his sack.

"The fakir backhanded the snake in frustration, since it was obvious that it had no further plans for coming out of its basket. We were all grudgingly given a refund, and the fakir slammed the lid on the basket, stuffed the mongoose back in his sack and stalked off down the street."

Brother Roy Guild, who narrated the yarn so eloquently, is married and lives in The Bronx, in New York City. His wife is a nurse, and manages a local nursing home. He joined the SIU in 1946.

He began writing stories about animals because he thought his wife was getting tired of receiving letters "about the same old stuff"—ships, their cargo, the sea and details of each trip. Mrs. Guild circulates his stories among their friends. Asked if he had any of his works published, Brother Guild replied that he had never

sent a story to a publisher, and added, "I have no pretensions about being a great writer."

One of his recent stories is about two sea gulls who met on the rim of a garbage can in San Francisco. It was love at first sight, and they got married in great haste. Marital difficulties followed, but were eventually resolved.

Many of Guild's stories take place on farms, quite naturally, since he is originally from Kansas. On one of these farms there was a cat who was suspected of subversive activity. Specifically, it was believed that he was using his tail as an antenna to secretly broadcast data on the butterfat content of the cows' milk. Gradually, the menace of internal subversion subsided.

There is one theme that runs throughout all of Brother Guild's stories, reflecting an outlook that is perhaps common to all of us. He explains, "my animals get in and out of trouble."



Guild

DEL SOL (Delta), January 22—Chairman, E. J. Riviere; Secretary, Frank Mameto. \$22.30 in ship's fund. Few hours disputed OT in deck department.

TRANSHATTERAS (Hudson Waterways), February 12—Chairman, J. Prestwood; Secretary, Jimmy Seal. Few hours disputed OT in deck and engine departments. Motion made that headquarters get in touch with companies and arrange to have a doctor on board to give shots before going foreign.

ERNA ELIZABETH (Albatross Tanker), February 8—Chairman, A. W. Lima; Secretary, J. R. Thompson. Brother B. J. Brewer was elected to serve as new ship's delegate. No beefs reported by department delegates.

**DIGEST
of SIU
SHIP
MEETINGS**

HALAULA VICTORY (Bloomfield), February 12—Chairman, Ted Tolentino; Secretary, V. Tarallo. Some beefs were straightened out in San Francisco, but some left unsettled due to the fact that there was no patrolman at ship during sign-on. Vote of thanks to Brother C. Arnold for doing a good job as acting ship's delegate. Vote of thanks extended to the steward department for a job well done.

SAGAMORE HILL (Victory Carriers), February 23—Chairman, Milton Trotman; Secretary, Francis Napoli. Some disputed OT reported in engine department. Men were requested to wear proper clothing in messroom at all times.

TRANS HARTSFORD (Hudson Waterways), February 12—Chairman, T. L. Moss; Secretary, S. A. Solomon, Sr. Some disputed OT in engine department. Ship's delegate to be elected. No beefs reported by department delegates.

FLORIDIAN (South Atlantic), February 26—Chairman, Anthony C. Aronica; Secretary, S. Rosoff. Ship's delegate reported that there were no beefs and everything is running smoothly. Brother Maxon R. Scott resigned as ship's delegate. Entire crew appreciates the good job that Brother Scott did in the last two months. Brother Nick Sabin was elected new ship's delegate for the next two months. Chief Steward is very cooperative. Plenty of boiled eggs, tuna fish, salmon etc. are available at night. Vote of thanks to the chief steward and to the entire steward department.

EAGLE VOYAGER (Sea Transport), February 19—Chairman, T. D. Ballard; Secretary, William Morris. Some disputed OT in deck department.

DEL NORTE (Delta), February 19—Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship's delegate thanked crew for making his job an easy one. Baker in galley thanked for doing a real good job. \$23.00 in movie fund and \$16.00 in ship's fund. No beefs reported by department delegates.

DEL AIRES (Delta), February 5—Chairman, Nils Eric Grinberg; Secretary, Alf Tolentino. Brother Nil E. Grinberg was elected to serve as new ship's delegate. \$21.60 in ship's fund. No beefs. Everything is running smoothly.

ALCOA MARINER (Alcoa), February 26—Chairman, Thomas E. Frazier; Secretary, Howard Webber. Brother Frank Rakas was elected to serve as ship's delegate. No beefs reported by department delegates.

CORNELL VICTORY (Waterman), February 19—Chairman, Jesse J. M. Krause; Secretary, Charles Stambul. Brother Stambul was elected to serve as new ship's delegate. No beefs were reported by department delegates. Ship's delegate to take up matter of stale cigarettes in slop chest, with the Captain.

Seafarer Hits the Beach



Brother Fernando Vargas, 61 (center), receives his first Seafarers pension check from New York Port Representative E. B. "Mac" McAuley. Vargas's wife, Isaura, looks on. Brother Vargas, born in Puerto Rico, lives in The Bronx, New York City. He joined the SIU in that port in 1939. He sailed in the Engine Department.

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Brooklyn, N. Y. 11232

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The High COST OF DRUGS

TAKE A COMMON CHEMICAL, give it a new name, then resell it for a 1,330 percent profit or a 799 percent profit or a 749 percent profit. These astounding markups are typical of the increased cost to the consumer when a common drug is given a brand name by a pharmaceutical company and resold.

Today's medicinal compounds are often called wonder drugs, but one of the biggest wonders about some of these drug products is their high prices, and how the big pharmaceutical companies manage to keep drug prices up in the clouds.

For example: Amphetamine sulphate is the generic name (the official name for a compound as established by the Federal Food, Drug and Cosmetic Act) of a well-known drug. Under its generic name it sells for \$1.58 for a specific dosage. The same compound, under the brand name of one of the nation's leading pharmaceutical companies is called Benzedrine sulphate, and sells for \$22.60 for the same dosage—a 1,330 percent increase.

The disgraceful profiteering that results when drug companies disguise drug compounds behind their own brand names was brought out clearly during the now-famous hearings before the Senate Subcommittee on Antitrust and Monopoly, under the chairmanship of the late Senator Estes Kefauver.

Examples of such profiteering were practically endless. Sold under its generic name Prednisolone, a certain compound cost \$1.99 for a specific dosage. Sold under a drug company's brand name, Meticortolone, the same dosage cost \$17.90—a 799 percent increase. Reserpine (generic name) sold for 53¢, but Serpassil (the same drug under a brand name) sold for \$4.50—a 749 percent boost. Rauwolfia serpentina (generic name) cost 65¢, but as Raudinin (brand name) the same compound cost \$5.00—up 669 percent.

It must be kept in mind also that these are wholesale prices, to which the final distributor must also add his profit—making the cost to the consumer still higher.

How do the drug companies manage to perpetrate this swindle against the American people? To do this the drug industry takes advantage of the U.S. patent laws.

Any unpatented generic drug may be prepared and sold by any number of different drug companies. Competition between the various companies keeps the price down.

But under U.S. patent laws, each company may select a trade name of its own, different from the generic name, under which to promote the sale of the drug, and receive a patent. The patent holder may then set his price, without regard to the cost of manufacture or distribution of the drug. This is how a drug that should cost less than a dollar can be sold for nearly \$20.

It must be kept in mind that we are dealing here with prescription drugs, prescribed by your doctor—not over-the-counter drugs that need no prescriptions. In that case, it is fair to ask why the doctor does not simply prescribe the drug by its generic name so that you could purchase it for a reasonable price? There are many reasons for this.

First of all, the American drug industry has gone to a great deal of effort and spent vast amounts of money to make sure that even the most honest and dedicated of doctors would find it difficult to prescribe drugs generically.

Sales Squad

It is well known that there are not nearly enough doctors in the United States to adequately meet the health needs of the American people. As a result of this, doctors are usually exceedingly busy. To keep up with the latest advances in the field of drugs they rely on medical journals and the information supplied to them by drug detail men (salesmen) employed by the major drug companies.

It is a certainty that the drug company salesmen never mention the generic name of a drug when they give their pitch, but refer to it only under their par-

ticular brand name. It has been estimated that U.S. pharmaceutical companies employ 1 high powered salesman for every 10 doctors in the nation—so that each doctor can be flooded with their literature—if not with them in person!

The doctor faces the same problem when reading his medical journals. Although a drug has only one generic name, it may have 20 or more brand names. In addition, the pharmaceutical companies are naturally big advertisers in medical journals, constantly displaying their brand name products in bold-type advertisements. It is easy to see how the generic name can be completely submerged and forgotten.

In addition to this situation, many investigators have raised the possibility of cooperation or even outright collusion between the drug industry and certain sectors of the medical profession. It has been noted that for organized medicine, drug advertisements in their official journals and publications are a lucrative source of revenue. Furthermore, the drug industry regularly gives out lucrative "research" contracts. It is therefore quite possible that in this matter the average doctor may be nothing but a pawn caught between the drug industry and organized medicine.

Called to account for the high cost of drugs, the pharmaceutical industry never mentions the high cost of the thousands upon thousands of salesmen it employs, the millions spent on high-powered advertising campaigns in medical journals and consumer publications, or other "expenses" designed to boost sales. Instead, the drug industry invariably and self-righteously points to the money it spends on research—to develop, as it says, wonderful and miraculous new drugs to aid mankind!

In reality, the largest single expense of the 20 biggest drug companies goes to pay high-pressure salesmen to push products on doctors. Ten percent of the gross income of these companies is used to pay salesmen. Another huge chunk goes for advertising. The research budgets of the largest drug firms accounts for only 6.3 percent of their sales dollars.

Impartial investigators of the drug industry have rejected the industry's claim that high prices are necessary to support research. They point to an investigation of 3,583 new drug products introduced over the period 1950-1959. Of these only 29 were totally new drugs, of which 13 were developed in Europe.

Nothing New

Virtually all original and creative drug development is the result of university and foundation research. The drug industry has contributed almost nothing really new. A critic of the drug industry recently described industry research in the following manner: "old established drug + advertising hooey = new drug."

The truth is that this breakneck scramble for profits has actually reduced drug research standards so drastically that the public is being placed in grave danger—both from the poor quality of research and the purposely misleading information given to doctors on the basis of this testing.

Many doctors have charged that sloppy, inadequate or misleading research is leading to the employment of useless and even dangerous treatments. The Food and Drug Administration has been sharply critical of the work of independent investigators who test new drugs for the industry.

"The hand of the amateur is evident too often for my comfort," FDA head James Goddard said recently. Dr. Goddard has also expressed "shock" at the poor quality of many proposed studies of new drugs submitted to the FDA for review.

As a result, the FDA has begun to pull drugs off the market—drugs which were actively promoted and sold by the nation's largest drug companies, but which have been found either worthless or downright dangerous.

In an attempt to get closer to the heart of the problem, the FDA has also been eliminating the names of researchers from its "approved" list after finding outright fraud or gross inadequacies in their research procedures.

Last year a noted research doctor and his research associates were removed from the list. Among other things, the FDA charged that some patients who had allegedly been given test drugs during the research were actually dead at the time. The Justice Department is presently studying the case for possible legal action.

Another researcher was removed from the approved list after gross inadequacies were discovered in his methods. It was found that of 20 men who were supposed to receive a test drug for 26 weeks, some of the men received it for only 16 weeks and others dropped out of the study even earlier. In addition, the researcher failed to mention the fact that one patient developed giant hives on his skin as a result of taking the drug.

Describing the techniques of some researchers who test drugs for the pharmaceutical industry, a professor of medical statistics has noted that "one can develop an excellent test for heart disease by counting a patient's ears. Everyone who has two ears has heart disease." He insists that blunders almost as incredible as this have been found in some medical articles he reviewed.

Lack of Ethics

If the findings of the researchers are often dangerously misleading, the manner in which the drug companies present this information to the public and even to the medical profession itself is even worse. One example uncovered by the Kefauver Committee should demonstrate the total lack of ethics within the drug industry.

A powerful antibiotic effective against typhoid fever, Rocky Mountain spotted fever and other serious diseases was found to also have many serious side effects—often causing fatal blood diseases.

The FDA reviewed the evidence and cleared the drug for use, but indicated the labeling and the circular accompanying the drug should include the warning that blood disorders have been associated with its use. Both label and circular were ordered to carry the following warning: "It is essential that adequate blood studies be made when prolonged or intermittent administration of this drug is required." The circular was also to say, "... should not be used indiscriminately or for minor infections."

To make its meaning even clearer, the FDA voiced the following warning at the time it resumed certification of the drug: "The administration has weighed the value of the drug against its capabilities for causing harm and has decided that it should continue to be available for careful use by the medical profession in those serious and sometimes fatal diseases in which its use is necessary."

However, what the drug company told its salesmen, and the salesmen passed on to doctors was that:

"... has been officially cleared by the FDA and the National Research Council with no restrictions on the number or the range of diseases for which ... may be administered."

Eyeing fat profits, however, the drug maker set out to mislead everyone in sight—no matter how many people might suffer or die as a result. It is no wonder that hospitals report an increasing number of hospitalizations caused by faulty use of drugs.

In summary, it is clear that there are two basic dangers facing the American people today in regards to pharmaceutical drugs. One is an economic problem, the other is a medical problem—although the two areas overlap.

Unnecessarily-high drug prices keep many of America's poor from receiving the medication they need for their health. These high prices also take from the pockets of more fortunate people money which may be desperately needed for other things. At the same time, the race for ever-greater profits has contributed greatly toward lowering the standards of research and of ethical practices within the drug industry, and has put every American in grave danger every time he must take medication—even for the most minor illness.



The 'RIGHT-TO-WORK' MYTH



THE ECONOMIC HISTORIES of states that have adopted right-to-work laws shows, beyond any doubt, that they must be doing something wrong.

In relation to the rest of the nation these states stand today far below the position they held in the national economy before adopting right-to-work legislation. This is true without exception and by almost every generally-accepted economic measurement.

With the exception of only one very special situation, these right-to-work states stand far below the national average in per-capita income and stand far lower in per capita income than they did before adopting right-to-work.

These states did not benefit from the general economic expansion which the rest of the nation has enjoyed in recent years. Along with a drastic drop in per capita income, repressive anti-labor right-to-work legislation has brought these states increased personal and business bankruptcies, reduced employment, an increase in home foreclosures, a drop in new car ownership, a drastic decline in new construction and a loss of population to other states.

Right-to-work legislation invariably brings about these results because it is an attempt to bring back the laissez-faire industrial capitalism of the 19th century. This is the 20th century however, and the United States' economy has progressed far beyond those dark days. Right-to-work cannot and will not function in the United States today, and this has been best proven by the plight of those states that have tried it out.

Whatever facades, excuses or outright lies the proponents of right-to-work use to disguise their real objectives, the purpose of right-to-work is simple, and always the same. Its purpose is union-busting—to outlaw the closed shop, destroy the labor unions, cut wages and increase profits.

Downward Spiral

But there's something wrong with the formula. Instead of going up, profits have gone down in these states. Business went down, employment went down, construction went down, and eventually population went down. The drastic cuts in workers' wages that came about so reduced buying power that stores began to close. With store outlets closed, manufacturing began to decline. Unemployment increased. With low wages and unemployment on the increase, there was little money available to invest in new homes and the construction industry skidded badly.

This further increased unemployment. With still less money available more stores closed. As job availability fell and unemployment rose, young families began moving away to states without right-to-work, where business was booming and jobs were available. This further reduced general business in the right-to-work states and the downward spiral continued faster and faster.

Just how far have the economies of these right-to-work states declined since adopting this legislation under the authority of Section 14(b) of the Taft-Hartley Act? The following is based on figures compiled by the U.S. Department of Commerce in the August, 1966 Survey of Current Business:

Case Histories

• **ALABAMA**—When Alabama passed its right-to-work law in 1953, it was \$680 below the national average in per capita income. By 1965, it was \$836 below—a loss of \$156 in relation to the national average per capita income.

• **ARIZONA** passed the law before 1948. The figures go back only to 1948, but since that date Arizona has fallen farther behind the national average in per capita income. It was \$156 below in 1948 and \$376 in 1965—a loss of \$220.

• **ARKANSAS** in 1948 was \$555 below the national average. It passed a RTW law in 1947. In 1965 it was \$901 below—a loss of \$346.

• **FLORIDA** enacted a RTW law in 1944. In 1948 it was \$250 below the national average. By 1965 it was \$323 below—a loss of \$73.

• **GEORGIA** in 1948 was \$462 behind the national average. In 1965 it was \$587 below—a loss of \$125.

• **IOWA** in 1948 was \$159 above the national average. In 1965 it was \$70 below. It has lost \$229 in relation to the national average in per capita income.

• **KANSAS** passed a RTW law in 1958. It was at that time \$5 above the national average. By 1965, after 7 years with a RTW law, it had fallen \$107 below the average—a loss of \$112.

• **MISSISSIPPI** passed the law in 1954, and was \$877 below the national average at that time. In 1965 it was \$1,138 below—a loss of \$261.

• **NEBRASKA** in 1948 was \$79 above the national average. It had adopted a RTW law in 1947. By 1965 it was \$117 below—a loss of \$196.

• **NORTH CAROLINA** passed a RTW law in March, 1957. In 1948 it was \$457 below the national average. In 1965 it was \$705 below—a loss of \$248.

• **NORTH DAKOTA** passed a RTW law in 1947, when it was \$130 above the national average per capita income. In 1965 it was \$467 below—a loss of \$597.

• **SOUTH CAROLINA** in 1954 when it passed the law, was \$666 below the national average per capita income. In 1965 it was \$900 below—a loss of \$234.

• **TENNESSEE** in 1948 was \$486 below the national average. In 1965 it was \$733 below—a loss of \$247.

• **TEXAS**—This state was \$231 below the national average in 1948, after having passed a RTW law in 1947. After eighteen years of this law, in 1965, it was \$408 below—a loss of \$177.

• **UTAH** passed the RTW law in 1955. At that time it was \$251 below the national average. In 1965 it was \$391 below—a loss of \$140.

• **VIRGINIA** in 1948 was \$300 below the national average. In 1965 it was \$327 below—a loss of \$27.

• **WYOMING** in 1962, the year before the law was passed, was \$18 above the national average. In 1965 it was \$188 below—a loss of \$206.

• **SOUTH DAKOTA** in 1948 was \$67 above the national average. By 1965 it was \$533 below—a loss of \$600.

NEVADA is the only exception to the rule that right-to-work states stand below the national average in per capita income. Nevada passed a RTW law in 1951. At that time it was \$598 above that national average. In 1965 it was still above in per capita income, but only \$565, or a drop of \$33. But Nevada's prosperity has been based almost entirely on income derived by the state's huge gambling casinos. It is this heavy influx of out-of-state money that keeps Nevada afloat.

Dismal Failure

The dismal failure of right-to-work legislation and the economic disaster which adoption of such legislation has brought upon every state that has given in to the fast-talking proponents of right-to-work has been well documented. Although RTW proponents have never ceased their propagandizing and have even stepped up their campaigning in state legislatures and within the United States Congress, they have met with no success during recent years.

Since 1958, only one state has adopted right-to-work legislation. That was Wyoming, which put its law on the books in 1963. During that period Indiana, which was a right-to-work state decided it had

enough of this destructive legislation and repealed its RTW law in 1965. It is significant that since repealing RTW, Indiana's per capita income has jumped nearly ten percent—much higher than the national average of 6.5 percent.

Wyoming is a good case study in what right-to-work legislation can do to a state in terms of depressing its entire economy and even reducing its population.

Since adoption of right-to-work legislation in 1963, Wyoming has dropped from a position where it was \$18 per person above the national average in per capita income to \$188 below that figure. During the same period, personal bankruptcies have risen by 30 percent. Private employment has dropped 2.9 percent in Wyoming during a period when it increased by 6.7 percent in the rest of the nation. The state has the highest move-out rate in the nation. It has lost citizens at the rate of 8.2 percent in the last five years and its population which stood at 335,000 in 1963, when it adopted RTW, was down to 330,000 in 1965.

Home foreclosures have quadrupled in Wyoming to where they are now twice the rate for the nation as a whole. New construction has dropped by 17 percent in Wyoming, contrasted against an 8 percent increase in the entire U.S. for the same period.

An ironic example of how the depressing effects of right-to-work legislation affect everyone in a state, worker and employer alike, is exemplified in the case of a Wyoming contractor who was one of the prime movers in the original campaign to get the Wyoming legislature to adopt RTW. With construction down 17 percent since 1963, this contractor recently sold all of his equipment in Wyoming and announced that he would henceforth concentrate his efforts in other states. Right-to-work had completely ruined his business.

The Myth

Proponents of right-to-work continually claim that they seek such legislation to stimulate business and improve the economies of the states. It is clear, however, that RTW does just the opposite.

The truth is that proponents of right-to-work are simply seeking a legal weapon to aid in their traditional union-busting by assuring an open shop in which their specially hired flunks and discriminatory hiring practices are aimed at destroying established unions and make it impossible for further organization to take place.

Worst of all, their anti-labor hatreds are so great that they would destroy the economic security of an entire state and its whole population to achieve their ends.

It might be said that any state foolish enough to swallow the bait of the right-to-work proponents deserves what it gets. Such an argument is not really valid because of the tactics used by these men in their right-to-work campaigns. Vast amounts of money are spent. Old animosities are re-kindled. Statistics are juggled. Almost before the people of a state know what is happening, right-to-work legislation is passed—and then it is too late. The downward economic spiral has begun.

The cure for the dangers of right-to-work must be made at the source of the disease—by repeal of Section 14(b) of the Taft-Hartley Act, which makes it possible for the state to adopt such legislation.

The American labor movement has been waging a vigorous campaign for repeal of Section 14(b), and has pledged itself to continue fighting against this repressive, anti-labor measure until repeal is achieved. 14(b) repeal is of the utmost importance to the entire nation, workers and employers alike, because while 14(b) exists the specter of right-to-work legislation and its disastrous effects continue to hang over the head of every man, woman and child in every state of the union.