

The fireboat Deluge stands alongside the SIU ship Neva West in the Mississippi River near Belle Chasse to aid in fighting a fire in the hold of the vessel where 137 tons of small arms ammunition were stored. The fire was extinguished and there were no serious injuries, although several firemen suffered from smoke inhalation.

## Neva West Safe After Fire Threatens Ammunition Cargo

NEW ORLEANS — Seafarers and local firefighters successfully extinguished a fire aboard the Neva West (Bloomfield), which threatened a cargo of 137 tons of military small arms ammunition while the vessel was enroute to this port from Europe.

There were no serious injuries during the firefighting operation, although several local firemen suffered smoke inhalation.

The fire was first noted early on December 27 as the 6,145-ton Neva West passed Port Sulphur on the way to New Orleans, when smoke was observed coming from the No. 3 hold, which contained a cargo of hops in the lower hold and 127 tons of ammunition in the upper sections, along with furniture.

When the fire was discovered, the ship's ventilators were turned off to keep air from getting to the blaze and nearly 5,600 pounds of carbon dioxide and foam were poured into the hold through the vessel's internal firefighting system.

A Coast Guard vessel and a fireboat sped to the scene, and the fire, which had been contained by sealing the No. 3 hold and pouring in carbon dioxide, blazed again when firemen opened the hatch in an attempt to get at the source of the fire.

To finally extinguish the blaze,



Standing anxiously on a levee of the Mississippi River near Belle Chasse, La., wife and brothers of Seafarer Robert Sheffield wait for news while the fire is being fought aboard the ammunition-bearing Neva West. From left to right, James Sheffield, Mrs. Sheffield and Jack Sheffield.

the vessel was finally beached on the East Bank of the river about 30 miles from New Orleans and the No. 3 hold was flooded. After the water was pumped out and the hold reopened, the fire was found to be still smoldering so the procedure was repeated. The damaged cargo was later unloaded onto barges.



By Paul Hall

The new year of 1966 should have a considerable influence on the shaping of the future of the merchant marine. It might well be a year of decision for U.S. shipping as a new policy on the American merchant marine may be set by the President of the United States in the months ahead.

There are two sets of guidelines on which he can base his new policy. One is the report adopted by the President's Maritime Advisory Committee which represents a majority view and was adopted by a majority of the MAC. On the other hand he has the Boyd report, which represents the view of all those Government agencies who have been intent on smothering the U.S. maritime history.

The past year was to some degree on the plus side to those who seek to preserve the American maritime industry. There was a considerable amount of work done to crystallize the importance of a strong U.S. flag fleet.

To a great extent the President's Maritime Advisory Committee performed a very vital and useful function in this area. It served as a vehicle on a national level for the exchange of ideas and information and the development of positive point of view on upgrading the maritime industry.

The committee accumulated considerable data on all facets of American shipping in the vital areas where assistance was needed—to which our own organization contributed.

1965 was important because it showed a great coalition of maritime labor and other segments of the industry who jointly marshalled their forces to fight for the enactment of programs which would expand and upgrade the maritime industry.

And at the end of the year a tremendous element of support came from the entire organized labor movement, when the AFL-CIO, meeting in convention in San Francisco, threw its full support into the fight for a strong U.S. merchant fleet. The Federation unanimously endorsed a 17-point program—the most comprehensive maritime policy program ever adopted by the organized labor movement—aimed at the expansion of American shipping.

So in the coming year we face the struggle for a strong merchant marine with considerable support not only from the labor movement but from many members of the legislature who have voiced concern about the present sorry plight of the U.S.-flag fleet.

We must resolve as we have in the previous years, to not relent in the fight to obtain for Seafarers and other maritime workers the right to earn a living in a most vital and important industry.

## Meany Urges J.S. Continue Fighting Communism, Poverty

WASHINGTON—Conservative politicians and businessmen who seek to use the Viet Nam war as an excuse to cut down on funds to achieve the Johnson Administration's "Great Society" goals were sharply rebuked by AFL-CIO George Meany in his annual New Year's statement.

While urging that the war in Viet Nam be carried on to victory, Meany declared that the United States is powerful enough to win both the war against the Communists abroad and the war against poverty at home.

"The last five years have proved that economic expansion and social progress are natural partners, that investment in America pays dividends to stockholders as well as to those who are the direct beneficiaries," Meany said. "They have proved that higher public investment and lower tax rates can add up to a better budgetary balance confounding the book-keeping pessimists of the past."

"So let us proceed with this new confidence—this old confidence, newly restored, toward the year ahead," he continued. "Young Americans may be forced to fight in Viet Nam in 1966, and for years thereafter. They may be called to duty on other fronts, now unforeseen. It is tragic that such sacrifices should be asked, yet they are essential to the survival of human freedom."

But, Meany warned, it is "equally essential" to continue progressing toward realization of the American ideal.

"Those who cry 'guns or butter' have lost touch with reality," he said. "Perhaps the twin obligations of war abroad and progress at home will cost more money; but

to abandon progress in the name of war would subvert the cause itself.

"The United States must move forward. The unfinished business must ever be attacked. For only as America is true to itself can the cause of America prevail and the light of freedom shine out to the world."

Meany listed the "unfinished business that still faces the United States. He said:

"Full freedom of collective bargaining must be made nationwide by the repeal of Section 14(b). The minimum wage must be substantially increased and the law's coverage broadened. The unemployment insurance system must be strengthened by a system of federal minimum standards. Consumers must be better protected against deception and usury. All this and much more must be done, and each year will bring a new set of goals. The search for perfection in the changing society is endless."

Commenting on the Viet Nam war and the sacrifices that it will entail, Meany said:

"The American people did not want this war and they do not want it now. Yet the overwhelming majority of them share the conviction of the AFL-CIO that the war must be fought until the Communists cease and desist in their attempts to dominate and control South Viet Nam and all the other nations of Asia.

### SEAFARERS LOG

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## Senior Citizens Urge Congress Ban Foreign-Flag Fire Traps

WASHINGTON—Legislation by Congress aimed at protecting American citizens from the dangers of obsolete, unsafe and poorly manned foreign-flag cruise ships like the ill-fated Yarmouth Castle, has been called for by the National Council of Senior Citizens.

"Most of the 84 passengers who died in the (Yarmouth Castle) holocaust or were otherwise reported missing were elderly people," President John W. Edelman of the National Council of Senior Citizens noted in calling for Congressional action, "and all the elderly people in our clubs across the nation have a right to ask their lawmakers what steps Congress can take to protect us from future disasters of this kind."

An article in Senior Citizens News, a publication of the Senior Citizens Council, notes that 21 members of just one senior citizens club, located at Pompano Beach, Florida, all went to their deaths when the cruise ship Yarmouth Castle, bound from Miami to Nassau with 550 persons on board, burned and sank on the morning of Saturday, November 13, 1965. Sixty members of the Pompano Beach club had sailed on the week-end cruise that ended in tragedy.

The Senior Citizens Council points out that American maritime unions have for years urged Congress to adopt legislation to prevent foreign flag cruise ships from operating out of U.S. ports unless they can comply fully with U.S. safety regulations.

## SIU, MEBA, District 2 To Set Up Joint Program

# License Training Starts Feb. 1

## Major Provisions Of Joint Training Program

Provisions of the new training program being offered as a result of the reciprocal agreement between the SIU and the Marine Engineers Beneficial Association District 2 include the following:

- In order to qualify an applicant must be 19 years of age or over and have three years watch standing time.
- The first class will start on February 1. Seafarer applicants can enter on that day and any day thereafter.
- Seafarers participating in the course of instruction will be provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training and will be able to ship as engineer immediately upon obtaining a license.
- The period of instruction will range from 30 to 90 days and will be determined by the member's individual ability and knowledge and the instructors satisfaction of his readiness to take the exam.
- Under the reciprocal agreement with MEBA District 2, pension benefits built up by Seafarers under the Seafarers Pension Plan will be fully credited and protected and SIU pensions will be supplemented by the MEBA Pension Plan in approximately an equal amount.
- All welfare benefits will be covered and protected.
- Seafarers who qualify for their engineers licenses and sail abroad MEBA contracted ships, shall not be required to pay the MEBA \$1,000 initiation fee. It shall be waived in its entirety.
- Seafarers will not be required to drop their SIU membership if they do not wish to do so.
- All SIU men who now possess engineer's licenses in any rating and who are not sailing on their licenses because they wish to protect their SIU Pension and Welfare Credits are eligible for immediate shipping on their licenses with full protection of their pension and welfare benefits, as well as protection of all other benefits and security provided in this program. All such Seafarers should contact SIU headquarters or the nearest SIU port.

Full details and applications for the Engineers Training Program can be obtained at any SIU hall or by writing directly to SIU headquarters, 675 Fourth Avenue, Brooklyn, N.Y. 11232.

## Union To Assist Engine Men To Obtain Licenses; Pensions, Welfare Benefits Are Protected

Engine department Seafarers now have an unprecedented opportunity to obtain an engineers license under a new training program being offered by the SIU's Harry Lundeberg School of Seamanship in conjunction with District 2 of the Marine Engineers Beneficial Association.

The new training program, operated under a reciprocal agreement between the SIU and MEBA, District 2, represents the first of its type to be established in the maritime industry. The program will not only aid in meeting manpower shortages in key ratings, but will enable SIU men in the engine department to receive instructions that will enable them to sit for an engineers license. The program will begin on February 1 and applicants will be able to begin receiving instructions at anytime after that date.

Over a period of time, the SIU discussed with all licensed officers unions, the possibilities of establishing a joint training program. The SIU's desire to accomplish this program has been intensified by the Vietnam War and the resulting shortage of marine engineers. However, the new agreement between the SIU and MEBA, District 2 marks the first time that this type of training program has become a reality. The SIU expressed the hope that the program could be extended to other licensed officers groups within the near future. In addition, the SIU and the MEBA will shortly enter discussions aimed at

extending the program to Great Lakes shipping. It is hoped that a program of this type for the Great Lakes can soon be culminated.

Under the present agreement with MEBA, District 2, SIU men who participate in this program are eligible for the following:

- Seafarers who participate in the course of instruction will be provided with meals, hotel lodgings and subsistence payments of

\$110 per week while in training.

• The period of instruction will range from 30 to 90 days and will be determined by the member's individual ability and knowledge and the instructors satisfaction of his readiness to take the exam.

• Pension benefits built up by Seafarers under the Seafarers Pension Plan will be fully credited and protected and SIU pensions will be supplemented by the MEBA, District 2.

(Continued on page 4)

## MSTU Granted Autonomy As Affiliate Of SIUNA

SAN FRANCISCO — The Military Sea Transportation Union has been granted its full autonomy as an affiliate of the Seafarers International Union of North America.

The MSTU was notified of its new status in a communication sent by SIUNA president Paul Hall to Joseph Leal, MSTU secretary-treasurer. Effective January 1, 1966, the Military Sea Transportation Union is a fully and completely autonomous affiliate of the Seafarers International Union of North America, governed in accordance with the provisions of its own constitution," the SIUNA president's message said.

On behalf of the SIUNA and its

officers and members, I all welcomed the MSTU "into our family . . . and looked forward to a most successful association with our organization and your members."

In advising the MSTU of its autonomous status, the SIUNA president noted that all of the requirements which had been laid down by the international at its twelfth biennial convention last May had been met.

Procedures for the granting of autonomy to MSTU were recommended by the SIUNA president and adopted by the convention delegates. The convention provided that the procedures should be designed to effect autonomy for the MSTU no later than Dec. 31, 1965. Shortly after the convention machinery was set in motion to implement the procedures adopted by convention delegates. Accordingly, an MSTU rank and file committee was elected to draft a permanent constitution, which was completed by late summer.

Balloting was conducted on the proposed constitution in a secret referendum conducted from September 1 to September 30. The constitution was adopted by a 9 to 1 vote, and the first MSTU election under terms of its own constitution got underway on November 8 and concluded on December 8.

The election was the final step of the procedures which had been called for at the SIUNA convention which was preparatory to granting of autonomy.

Elected secretary-treasurer was Joseph Leal and elected business agents were Darroll Dan Auker, Raleigh Minix and George Grier.

International vice-president Frank Drozak, who had been assigned by Hall to carry out the directive of the convention, filed a report documenting the steps that had been taken in fulfillment of the convention call. It was at this point that the international president formally granted the MSTU its autonomy, effective as of January 1, 1966.

## Hall Raps Bid To Build U.S. Ships Abroad

NEW YORK, N.Y.—Paul Hall, President of the Seafarers International Union of North America, asserted this week that permission for foreign-built vessels to operate under the American flag in all American trades, including the domestic trades, would bring about a further decline of the American merchant marine.

Hall, who is a member of the Maritime Advisory Committee created by President Johnson a year and a half ago to study the problems of our dwindling merchant fleet, set forth his views in a letter to Secretary of Commerce John T. Connor, the Advisory Committee chairman.

Hall noted in his letter that another Advisory Committee member—H. Lee White, the president of Marine Transport Lines—had recently filed a statement with the Secretary of Commerce which generally supported the measures on foreign shipbuilding proposed by the Interagency Maritime Task Force, and which opposed a program adopted by the Maritime Advisory Committee at its last meeting in Washington on November 30.

The Interagency Task Force, composed of representatives of various Federal agencies concerned with maritime policy, had some months ago issued a report which caused widespread consternation in the maritime industry and which called essentially for a drastic reduction of Federal ex-

penditures for maritime purposes and for a smaller merchant fleet which would carry less of our foreign cargoes and provide fewer jobs for workers in the maritime industries.

Among other things, the Interagency report had proposed that American shipowners be permitted to build or buy their vessels abroad and operate them in all trades, including the domestic ones.

The Maritime Advisory Committee, at its meeting on October 7, had voted not to accept the Interagency report and on November 30 had adopted an alternative report, prepared by the public members of the committee, which called for a substantial expansion of the fleet and for the building of all vessels under the program in American yards. This has been widely supported by management and labor groups in the maritime industry.

The adoption vote was 11-2, with two members of the 13-man committee absent and two dissenting—White and Joseph Androae, gen-

eral manager of the marine department of the Humble Oil Company.

Humble Oil is the chief domestic affiliate of Standard Oil of New Jersey, which operates the biggest fleet of runaway-flag vessels, while White's company is also a major runaway-flag operator, operating some 26 foreign-flag vessels, primarily under the Liberian flag.

Hall noted in his letter that White, in his dissent to the Advisory Committee report, had advanced three basic arguments—that the subsidy proposals of the Advisory Committee were too costly, that the real answer to the problems of the merchant marine is to permit American owners to build abroad, and that this latter solution would result in an expanded merchant marine at no additional expense to the American taxpayer.

Taking the arguments one by one, Hall pointed out, first, that the Advisory Committee proposals are not costly.

At present, he noted, the Fed-

eral Government—although it is spending \$60 out of every \$100 of the Federal budget for defense purposes—is allocating only 40c out of every \$100 for its fourth arm of defense, the merchant marine. Moreover, assuming the Federal budget will continue to increase at no faster a rate than it has in the past 10 years, the allocation for the merchant marine, under the Advisory Committee proposals, will remain constant at about 40c out of every \$100, he pointed out.

In terms of gross national product, he noted, the American people are now allocating about 6c out of every \$100 of their national wealth to support their merchant marine, and assuming that our gross national product will climb as predicted by leading economists, expenditures for the merchant marine will still remain at about 6c out of every \$100.

Second, Hall asserted that the proposal to allow foreign-built ships to enter the domestic trades would bring about a further destruction of this segment of the

(Continued on page 6)

# 'The Anti-Leadership Vaccine' Poses A New National Problem

(This column is excerpted from the nightly broadcasts of Edward P. Morgan, ABC commentator sponsored by the AFL-CIO over the ABC network Monday through Friday at 7 p.m., EST.)

A constant, continuing dilemma of the open society is how to produce leaders of sufficient dynamism and breadth of vision to keep society open and not make it a closed arena for their own selfish ambitions.

In its recently released annual report on its philanthropic and educational activities, the Carnegie Corp. published an essay entitled "The Anti-leadership Vaccine" which was remarkable on two counts, its perceptive content and its authorship. It was written by John W. Gardner before he took leave of the firm's presidency to become Secretary of Health, Education & Welfare. His sensitive analysis of the problem deserves wide attention.

Our concept of and training for leadership, Gardner argues, must be enlarged. "The sad truth is," he wrote, "that a great many of our organizations are badly managed or badly led." One reason: the reluctance to face the responsibility of making tough decisions, the tendency, in an age of technology and specialization, to rely on polls, "elaborate statistical systems, cost-accounting systems, information-processing systems" and the like to provide the answer.

Not that facts are unimportant but "rarely do the facts provide unqualified guidance." To support the point that more than data are necessary he cited the case of the school girl who said she was going to draw a picture of God. "But, Mary," the teacher exclaimed, "no one knows what God looks like." And Mary replied, "They will when I get through."

Gardner's picture of the ideal American leader is neither a "Man of Destiny" nor a "Nervous Nelly," but a citizen of balance. This commodity is in short supply. This he blames in part on the academic world, "which appears to be approaching a point at which everyone will want to educate the technical expert who advises the leader, or the intellectual who stands off and criticizes the leader, but no one will want to educate the leader himself."

He maintains that "we are in danger of falling under the leadership of men who lack the confidence to lead. And we are in danger of destroying the effectiveness of those who have a natural gift for leadership." How? Why? In American colleges and universities, he argues, "the best students are carefully schooled to avoid leadership responsibilities." And the ones who go on to graduate school are "powerfully indoctrinated" in a set of

attitudes appropriate to their calling, pointedly specialized, perhaps, but damagingly detached from the broader needs of an increasingly complex society.

"Very few of our most prominent people," his essay goes on, "take a really large view of the leadership assignment. Most of them are simply tending the machinery of that part of society to which they belong. . . . (They) may tend it very well indeed, but they are not pursuing a vision of what the total society needs. . . ."

"Yet it is doubtful that we can any longer afford such widespread inattention to the largest questions facing us. We achieved greatness in an era when changes came more slowly than now. The problems facing the society took shape at a stately pace. We could afford to be slow in recognizing them, slow in coping with them. Today, problems of enormous import hit us swiftly. Great social changes emerge with frightening speed. We can no longer afford to respond in a leisurely fashion."

TO THOSE CRITICAL of "big government," Gardner counsels that one of the vital ways to keep a problem from being passed on to Washington is to make nongovernmental leadership groups more capable of handling them on lower levels by creating better channels of communication among them.

What is Gardner talking about? The cutting edge of his advice seems clearly to be that no longer can specific segments of society shirk their larger responsibilities to society as a whole. Nor is it enough simply for the businessman, the labor leader, the technician, the scientist to contribute to the Community Chest, attend PTA meetings and vote in elections.

Industry, trade unions and others must consider their requirements and demands, their policies and goals, in terms of their impact on the community and the country. This is going to take some doing, some stretching of narrow preparations, some loosening of tight, selfish concepts.

"So much of our energy has been devoted to tending the machinery of our complex society," Gardner reemphasizes in conclusion, "that we have neglected the (moral) element in leadership." By "moral" he referred to the "shared values that must undergird any functioning society. . . . When leaders lose their credibility or their moral authority, then the society begins to disintegrate."

It is almost redundant to emphasize that citizens with the leadership dimensions of John Gardner are scarce, but it is reassuring that both the private and the public sectors of our society have been given the benefits of his own wisdom and talents.



By Earl (Bull) Shepard, Vice-President, Atlantic

Shipping was good in the port of New York during the last period and the outlook for the future remains very good.

"Dutch" Palmer who last shipped on the Steel Recorder was in drydock here for a few weeks, but now says that he is feeling fine and ready to ship out again. Bob Anderson, who's also off the Steel Recorder, said that he plans to sit for his 3rd engineers license shortly.

Bob O'Brien, who was in town with his family for the holidays, was on the Steel Designer for nine months and is now looking for an electricians slot aboard any Isthmian ship.

#### Philadelphia

Shipping has been on the slow bell here but is expected to pick up shortly.

Pedro Arteaga who's been with the SIU for the past 21 years, is now ready to ship after enjoying the holidays at home. He last sailed on the Commander.



Leach

George Leach, who's been a member of the SIU for twelve years, is now on the beach after getting off the Geneva. Another SIU oldtimer on the beach here is Gil Borge, who's been a member of the union for the past 19 years and who just got off the Commander after a six month run. John Kozar, a member of the SIU for the past 23 years, is also on the beach here.

#### Baltimore

Shipping for the past two weeks has been on the slow bell, but things should start to pick up within the next shipping period.

At the present time we have the Alamar laid up. During the past shipping period we signed on three ships, paid off three and had nine in transits.

Tim Sullivan, who ships in the deck department, is waiting for a long trip to the Far East. His last

vessel, the Marore had a breakdown at sea, had to unload cargo and go to a shipyard in Gibraltar. Tim has been a member of the SIU for the past 22 years.

Gil Wolfe, who's last vessel was the Bethflor, is registered here and ready to ship. Gil said that he prefers an intercoastal or coast-wise run. Also registered and ready to go here is Ashley Harrison, whose last ship was the Chilore. Ashley is a lifetime SIU member.

#### Boston

Shipping has been on the slow bell in Boston recently, but is expected to pickup shortly. John Fancutt, who's been a member of the SIU for the past twenty years, is waiting for the first coast hugger to hit the board.

Amos Buzelle, was glad to have the opportunity to spend the holiday with his family and will grab the first job that is put on the board.

#### Norfolk

Shipping was fair in Norfolk during the last shipping period with a good outlook for the immediate future.

Norfolk had a large turnout for the annual Christmas Dinner and there were many favorable comments about the fine meal and good fellowship.

Sam Warren, who spent the holidays here, expects to ship out (Continued on page 6)

## Philadelphia Expects New Cargo Record

Philadelphia, along with its neighboring ports on the Delaware River are predicting that the 1965 volume totals of import-export shipping will top all other U.S. seaports in foreign trade for the sixth consecutive year. A total of more than 54 million tons is indicated by preliminary statistical totals.

Cargo moving through the Delaware River ports exceeded 27 million tons during the first six months of the year, and with no slackening of the pace during the last six months, a cargo gain of about one million tons over the 1964 totals is expected.

#### Projects For Future

Several port area projects are planned for the future to maintain and expand the Delaware ports' growth. Three big non-maritime projects, a rapid transit system and the construction of two bridges across the Delaware, are expected to cost over \$750,000 over the next five years.

Philadelphia itself is aiming at improvement projects for the port area to increase its share of general cargo trade in relation to Baltimore, New York, and other ports. These include a general cargo pier construction program, navigational improvements in the Delaware River and the Chesapeake and Delaware Canal, port highway improvements and improved governments services such as customs and quarantine facilities.

## License Training

(Continued from page 3)

trict 2 Pension Plan in approximately an equal amount.

• All welfare benefits will be covered and protected.

• Seafarers qualifying for their engineer's licenses and sailing aboard MEBA contracted ships, shall not be required to pay the MEBA, District 2, \$1,000 initiation fee. It shall be waived in its entirety.

• Seafarers will not be required to drop their SIU membership if they do not wish to do so.

• SIU men who now possess engineers licenses in any rating and who are not sailing on their licenses because they wish to protect their SIU pension and welfare credits, are eligible for immediate shipping on their licenses with

full protection of their pension and welfare benefits, as well as protection of all other benefits and security provided in the program.

Here are the major requirements needed to qualify for the training course.

• Applicant must be 19 years of age or over.

• Applicant should have three years of watch standing time in the engine department (in many cases, credit will be given across the board, for non-watch standing ratings above wiper, and for service in the U.S. Navy and Coast Guard).

In addition to unlicensed personnel seeking their original 3rd engineers license, the School for Marine Engineers will provide instruction to enable licensed engineers to upgrade their licenses.

The instruction will be provided in the School for Marine Engineers operated by MEBA, District 2. The school is located opposite SIU headquarters in Brooklyn.

The School for Marine Engineers is under the directorship of Roland R. Spencer, one of New York's most highly regarded instructors of marine engineering.

Spencer is a licensed marine engineer and a licensed teacher in the states of New York, New Jersey and Pennsylvania.

## Union Hiring Hall Upheld By Court In R-T-W State

SAN FRANCISCO—State "right to work" laws cannot be interpreted to prevent collective bargaining on subjects over which Congress did not give the states jurisdiction, the 9th U.S. Circuit Court of Appeals ruled here.

A three-judge panel upheld a National Labor Relations Board finding that Tom Joyce Floors, Inc., of Reno, Nev., illegally refused to bargain with Painters Local 567 on a non-discriminatory hiring hall arrangement proposed by the union in 1962 contract talks.

Joyce's employees went on strike and were replaced by strike-breakers. The NLRB, and the appeals court, found Joyce had forced the strike by refusing to bargain with the union, and ordered the firm to rehire the strikers and resume bargaining. Joyce refused, saying hiring halls are illegal under the Nevada "right to work" law and citing a Nevada state court decision.

The 9th Circuit judges said the court, and the NLRB, are "bound by the construction which the courts of Nevada place upon the statutes of that state." They therefore accept the proposition that the hiring hall proposal is forbidden by the Nevada "right to work" laws, the judges continued.

But Section 14(b) of the Taft-Hartley Act does not protect a state law which is so broadly stated, they said, and the proposed hiring hall did not give the union exclusive right to its use. Therefore the provision is "not the type of agreement which was left to state regulation" under 14(b), and the Nevada law is not controlling, the appeals court ruled.

Section 14(b) allows states to prohibit agreements which require union membership as a condition of employment, the judges observed, adding "the extent to which Section 14(b) authorizes states to limit collective bargaining is a federal question."

## Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

# Highlights Of Labor 1965

Organized labor chalked up more successes in 1965—although mixed with some frustrations—than for a long, long time.

A review of the year from AFL-CIO News, shows that activity reached into many areas with these highlights:

- Record welfare legislation passed by the first session of the 89th Congress included medicare and education bills. But there was disappointment in failure to repeal Section 14(b) or to pass other labor-supported measures.

- An atmosphere of unity accentuated in 10th year of AFL-CIO merger.

- Union membership reversed trend—now on the upswing.

- Increased economic gains scored at the collective bargaining tables.

**January**

In a New Year's message, AFL-CIO Pres. George Meany predicted "unprecedented progress, both economic and social," in 1965. . . . AFL-CIO Legislative Director Andrew J. Biemiller says on the legislative front: "It's been a long time since we have had the opportunities we now have". . . . Pres. Johnson pledges to work for repeal of Section 14(b). . . . 14-point legislative program pushed by AFL-CIO at legislative conference . . .

**February**

Building trades, industry peace plan signed in White House ceremonies. . . . LBJ, Meany hit treatment of Selma, Ala., Negroes. . . . Philadelphia teachers vote for Teachers' Union in landmark election. . . . New Mexico Senate rejects "right to work" proposal. . . . Five rail unions win pacts to protect jobs. . . . Frank Raftery elected president of Painters. . . .

**March**

- Craft, industrial unions agree on situs picketing plan. . . . AFL-CIO Executive Council pushes jobs, decent wages, \$2 minimum; called vital to victory on poverty. . . . 32,000 Steelworkers strike two can firms. . . . Montana legislature urges

repeal of 14(b). . . . Appalachia, first "Great Society" measure, passes 89th Congress. . . . Economist Galbraith backs union drive for \$2 wage floor, shorter work week. . . . Selma, Ala., Sheriff Jim Clark revealed as having first organized civilian posse to fight unions. . . . LBJ's plan to end voting barriers backed by labor. . . . Construction, factory jobs reach new levels. . . . World entertainment unions set up international body. . . . Edward Keating, founding editor of Labor newspaper, dies at 89. . . . Situs picketing bill introduced in Congress. . . . Youngstown newspaper strike moves into eighth month. . . . 32,000 Glass Bottle Blowers strike. . . . Sam Zagoria, former Washington Newspaper Guild president, named to NLRB. . . . Unionists join civil rights marchers from Selma to Montgomery. . . . After seven years, House Ways & Means Committee approves medicare, ups social security benefits. . . .

**April**

Supreme Court rules lockout is okay as economic weapon. . . . Humphrey says U.S. in debt to free labor movement. . . . Glass Bottle Blowers win 11-day strike. . . . Building trades legislative conference sets top goals as situs picketing, 14(b) repeal. . . . Afro-Asian Institute makes big gains in free labor activity. . . . Paul Jennings elected to head IUE. . . . Jobless rate drops to 4.7 percent; lowest since 1957. . . . Medicare passes by lop-sided count in House. . . . AFL-CIO plans for equal job opportunity section of 1964 civil rights law effective July 2. . . .

**May**

Lie detector probe pushed by Congress. . . . Labor strongly opposes Dirksen amendments to undercut Supreme Court's "one man, one vote" ruling. . . . Labor joins campaign to defend consumer against electric power lobby. . . . Johnson again presses for repeal of 14(b). . . .

**June**

House hearings continue on 14(b) repeal; cross section of U.S. leaders urge repeal. . . . AFL-CIO backs immigration

bill. . . . State appeals court knocks out city "work" laws in Kentucky. . . . Two key Supreme Court rulings expose unions to anti-trust laws. . . . 89th Congress heads for record as more bills pass. . . . Spokesmen for three religious groups give "ethical" basis for "work" law opposition. . . . House Labor Committee backs repeal of 14(b). . . . AFL-CIO affiliates offering \$1 million in scholarships. . . . Wirtz, Haggerty ask for action on situs picketing. . . . Excise tax cuts open way to boom in purchasing power. . . . House okays cabinet-level Urban Affairs Dept. . . .

**July**

NLRB orders employer to bargain with union he tried to run away from. . . . Fair employment practices become law of the land with labor backing. . . . Food price scare fizzles as move for braceros is derailed. . . . Overwhelming vote in Senate assures medicare passage after conference with House. . . . Voting rights bill wins Senate, House approval. . . . Labor mourns death of Adlai Stevenson. . . . Johnson praises AFL-CIO as advocate of people's interests. . . . Medicare finally law; 20 million to benefit. . . .

**August**

NLRB says 69 workers illegally fired by J. P. Stevens textile company. . . . House votes repeal of 14(b). . . . Congress probes "inhuman" treatment of rail firemen. . . . Building Trades Dept. and Red Cross launch major first aid program. . . . ILGWU sets up home loan program for Negroes in intergraded areas. . . . House unit passes \$1.75 minimum wage extends coverage to 6.2 million more workers. . . . Senate rejects Dirksen scheme to undercut "one man, one vote". . . . Johnson signs voting rights bill. . . . Wirtz, Meany urge jobless pay modernization as House committee opens hearings. . . . Pipe Fitters win new national contract. . . . Senate Labor Committee approves 14(b) repeal

**September**

New steel strike deadline set as Johnson takes hand in bargaining. . . . Urban

Affairs Dept. passed by Congress. . . . Dirksen plans to filibuster against 14(b) repeal. . . . Guild strikes New York Times; other papers lock out employees. . . . AFL-CIO council calls stalling on minimum wage "abominable". . . .

**October**

Pre-filibuster against taking up 14(b) starts. . . . New York Times strike settled. . . . Meany makes strong appeal to Senate for 14(b) repeal. . . . Senate rejects cloture on filibuster on taking up repeal of 14(b); Mansfield says repeal dropped for this session. . . . Medicare architect, AFL-CIO's Nelson Cruikshank, and Serafino Romualdi, AFL-CIO director, retire. . . . Final days of 89th Congress lose earlier glitter as labor bills get sidetracked. . . .

**November**

AFL-CIO Executive Council scores Dirksen for fighting against letting 14(b) come to a vote. . . . NLRB decision points to need of situs picketing bill. . . . Neighborhood Youth Corps reports that it is preparing 370,000 for skilled jobs. . . . AFL-CIO asks action to stop wage chiseling. . . . Unemployment continues to drop. . . . Bircher's Welch admits that his society is fighting against repeal of 14(b). . . . Paul Hall says U.S. merchant fleet should be doubled. . . .

**December**

Jobless rate hits lowest level since 1957. . . . Wirtz, at Building Trades Dept. convention, warns against putting breaks on the economy. . . . Federal Reserve increases discount interest rate; Meany blasts action. . . . Metal Trades Dept. hears report on spurt in organizing of federal employes. . . . AFL-CIO convention opens—Meany says federation on threshold of great growth. . . . Humphrey credits AFL-CIO with "historic" legislation role. . . . Meany, Schnitzler re-elected; eight new vice presidents elected by AFL-CIO convention. . . . AFL-CIO supports U.S. policy in Viet Nam. . . .



**By Lindsey Williams, Vice-President, Gulf Area**

Shipping has remained good in the entire Gulf area and the outlook for the coming period is the same.

The Dock Board announced recently, that the port of New Orleans will register a year's-end increase in cargo tonnage despite the damage and disruption of shipping caused by Hurricane Betsy.

The SIU-manned Del Sud loaded the Gemini 5 space capsule in Houston recently for shipment to South America, where it will be shown at industrial fairs in Rio de Janeiro and Buenos Aires.

For upgrading Louisiana's educational standards, Nash C. Roberts, chairman of the Louisiana State Advisory Committee on Literacy and of the Adult Instruction Membership Committee, was honored at the SIU hall on December 21 by the Greater New Orleans AFL-CIO. Roberts received the group's fourth annual Community Services Award.

Todd Shipyard in New Orleans, which has been operating at about 50 percent of capacity since the loss of one of its floating drydocks during Hurricane Betsy expects to return to normal operation by the middle of January. Todd is moving a 12,000-ton, six-section drydock from its Houston yard to temporarily replace the one which capsized during Betsy.

**New Orleans**

Anthony Rodriguez expects to be on the beach here until after Carnival, which falls on Washing-

ton's Birthday, February 22, this year. After that Tony wants either a North Europe or South America run. George Annis has his ffd again after being laid up for about 10 months. Annis, whose last ship was the Del Santos, filled in for us as photographer and took the pictures for the Christmas party at the hall.

After a long spell as second steward aboard the Del Mar, Bennie Guarino got off to be home for the Holidays with his family.

**Houston**

Hugo B. Jeffcoat, whose last ship was the Transhudson, is remaining on the beach here for the holidays and expects to ship out again shortly after the new year. Berkey Shuler is hoping his broken leg heals quickly enough so he can get his ffd and



Jeffcoat

ship again in February. F. Szoblik

(Continued on page 11)

## Social Security Boost Gives Americans Increased Benefits

That extra deduction in the pay envelopes of America's wage-earners this year will help pay for the biggest package of benefits ever added to the Social Security system.

Matched by an increase in the Social Security tax paid by employers, the added revenue will finance. Bigger

retirement benefits for workers and their families and the longer a worker pays at the higher rate, the bigger his pension on retirement.

The added revenue will also provide for:

- Higher insurance benefits for widows and children of workers who die either before or after retirement.

- Payment for hospital and nursing home care for workers and their families at age 65. And assurance that younger families will be free from the fear of budget-crushing medical bills resulting from the illness of parents and other elderly relatives.

- A 7 percent increase in cash benefits for persons on the Social Security rolls—already in effect for a year.

- Easier qualification for disability benefits and liberalization of many other provisions, including continuation of survivorship benefits to children over 18 who are in school.

This year's increase in Social Security taxes amounts to only pennies a week for lower-paid workers

and a moderate increase for those in the higher brackets.

The increase is less than it appears at first glance because even without the changes, the rate was scheduled to go up in 1966 to pay for improvements made in previous years.

There will be further step-ups until, by 1987, workers and employers each pay 4.85 percent of the first \$6,600 of earnings for basic social security benefits and eight-tenths of 1 percent for hospital insurance. For 1966, the rate is 3.85 percent for social security and 35 one-hundredths of 1 percent for hospital care.

More significant than the minor adjustment in the tax rate is the higher amount of earnings subject to the social security tax. The immediate effect is a bigger bite out of current pay checks since the tax will be computed on earnings up to \$6,600 instead of \$4,800. The eventual effect will be social security retirement incomes up to \$168 instead of \$127 for an individual and \$252 instead of \$190.50 or a couple with a maximum family survivorship benefits of \$368 instead of \$254.

In dollars and cents terms, here

is how the payroll deductions affect the worker making the average manufacturing wage of \$109.30 a week—or \$5,683.60 a year:

In 1965, he paid \$174 in social security taxes—the amount paid by all workers earning more than \$4,800 a year.

During 1966, he will pay a total of \$238.71. Of this, \$19.89 will be the hospital insurance deduction.

Retired workers with earnings from part-time or temporary work will gain by provisions of the new law which permit greater outside earnings than previously without loss of benefits.

Everyone over 65 will be eligible for basic hospital insurance starting July 1, 1966, and for nursing home benefits starting Jan. 1, 1967. The payroll deduction for the program begins this month.

There is no payroll deduction for the voluntary medicare program, which covers doctor bills and most health expense not included in the hospital insurance. That program goes into effect July 1, financed by \$3-a-month premiums paid by persons over 65 matched by an equal amount paid by the government.

To Tap Oceans' Riches

# U.S. Urged To Launch More Undersea Probes

NEW YORK—The moon race will someday give way to a great race to the bottom of the sea in which nations will rush to claim huge chunks of underwater territory rich in food and minerals, a noted oceanographer has predicted.

Such a race could change the world's power structure, oceanographer Dr. Wilbert McLeod Chapman said, and suggested that the United States should put "a few men down on one of the higher spots of the Atlantic Ridge for a while." That first station could become a base for deeper exploration where the riches will be found, he said.

**Food, Minerals**

Those riches in the sea, Chapman said, could feed the world and provide it with minerals for centuries to come. He notes that the U.S. produces only a little more than two million tons of fish a year but consumes six million tons, buying the rest from foreign countries. Our seafood harvest could be increased to 11 million tons with in-

telligent and determined effort, he predicts.

The U.S. has already taken preliminary steps toward working out the mechanics of living and working beneath the sea with the recent Sealab II experiment in which teams of aquanauts lived and worked for two-week periods on the U.S. continental shelf, 205 feet beneath the surface of the Pacific Ocean off La Jolla, California.

Much more study and exploration is needed, according to Chapman, before we can profitably harvest the sea. He said the mechanics of producing food from the sea are not too well understood, but noted that we already realize its enormous magnitude and can now tell in a general way which areas of the sea are richly productive valley lands and which are the barren desert stretches.

## THE INQUIRING SEAFARER

**QUESTION: Was 1965 a good year for you and why?**

**Whitney Martin, Jr.:** The first part of last year was good for me, although I've run into a little bad luck during the last two or three months. Several very good trips came my way, and I got to see a good part of the world. Both of my kids received high marks in high school during 1965, and my oldest boy made the first string on the basketball team. I have great hopes for him during the coming year.

**Robert Russ:** I'd call the year 1965 a pretty good season for myself and the SIU. It seems that the Union has proceeded along smoothly, and I had good luck in shipping out and ran into no major difficulties. In fact, I consider myself very lucky, since I was one of the crew on the Niagara when she began losing plates, and we made it home safely, while there was a chance of sinking.



**Thomas Morton:** I considered it a good year for shipping, but otherwise things were rather ordinary for me with nothing extra special happening. I did, though, make several interesting trips to Northern Europe. I think the SIU did well in securing the new contract—a raise in pay is always welcome! Too, I consider the lifeboat training I received in 1965 to be very useful.



**Richard Yarez:** Yes, it was definitely a good year for me, because I got married and a daughter, Lisa was born a few months ago. My family and myself settled down in Brooklyn last year. Also, I met several new people and made lasting friendships around the Union Hall. And to top it all off, I have started off the New Year with a berth on an SIU ship.



**Fazil Ali:** I had a good 1965 with things going real well. Financially my family and I were stable, and I got to spend a good bit of time with my wife and kids. Too, I thought shipping was very good, and I never hurt for work. It sort of balanced the year having steady employment and some free time to spend with my family.



**Bill White:** I had a very good year, partially due to the fact that I got married and have a child on the way. It's good to be settled down. Also, shipping was above average, and I held a steady job, so things went well with me financially. My wife and I moved into an apartment in Brooklyn last year, and married life is running along very well.



# DISPATCHERS REPORT—Atlantic, Gulf, Lakes & Inland Waters District

December 18 to December 31

## DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			NOW ON THE BEACH	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	0	4	1	0	14	1
New York	68	26	45	23	15	223	61
Philadelphia	12	3	10	10	5	38	11
Baltimore	26	18	14	15	1	106	47
Norfolk	7	3	5	3	0	22	16
Jacksonville	5	5	2	4	2	12	9
Tampa	5	0	1	1	0	13	6
Mobile	12	3	13	1	1	82	26
New Orleans	54	37	44	19	0	169	105
Houston	55	28	50	38	27	140	73
Wilmington	13	7	7	1	11	17	8
San Francisco	30	17	27	11	13	61	25
Seattle	22	8	22	7	6	47	11
Totals	313	155	244	134	81	944	399

## ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			NOW ON THE BEACH	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	0	3	0	0	5	2
New York	57	39	43	25	13	152	61
Philadelphia	10	8	7	9	2	32	21
Baltimore	24	5	12	8	3	62	46
Norfolk	4	5	2	5	0	27	16
Jacksonville	0	4	0	2	2	5	11
Tampa	3	1	3	1	1	10	3
Mobile	11	3	7	4	2	43	15
New Orleans	40	34	32	22	3	128	85
Houston	36	31	34	36	19	79	69
Wilmington	10	11	3	2	7	19	11
San Francisco	23	13	21	18	17	51	9
Seattle	8	8	9	8	5	22	13
Totals	229	162	176	140	74	635	362

## STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			NOW ON THE BEACH	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	3	0	1	5	2
New York	57	14	32	13	14	130	25
Philadelphia	14	4	2	3	9	28	9
Baltimore	18	9	15	13	1	70	35
Norfolk	1	3	3	1	2	14	21
Jacksonville	1	3	1	2	3	4	7
Tampa	1	0	1	0	0	12	0
Mobile	9	8	4	3	0	57	27
New Orleans	36	23	33	22	6	145	86
Houston	22	19	21	20	32	52	21
Wilmington	7	8	0	2	2	20	13
San Francisco	11	2	9	7	25	35	5
Seattle	11	5	10	4	9	18	11
Totals	190	98	134	90	104	590	262

# Raps Plan To Build Ships Abroad

(Continued from page 3)

Industry by forcing American shipowners now operating vessels built in American yards to compete against vessels built in foreign yards at lower costs.

"Mr. White," Mr. Hall said in his letter, "already enjoys the privilege of building ships abroad and operating them in the foreign trades—at a very nice profit, according to our understanding. And so there would seem to be no particular advantage to him or incentive for him to register his foreign-trading ships under the American flag and have to use American crews which he has frequently claimed demand so much in wages as to make profitable operation virtually impossible."

"That being the case, what is the purpose of the suggestion Mr. White has made, that we legalize the use of foreign-built vessels in all trades? We can only conclude that Mr. White, not content with the profits he is making by using runaway flags in the overseas trades, now would like to increase these profits by invading the only protected stronghold we have and, in effect, bringing the runaway flag into the domestic trades."

Because of this threat, Hall asserted, a number of banks and lending institutions in this country have already begun to show an increasing reluctance to finance new shipping ventures by domestically-built vessels.

Finally, the SIU president took issue with White's statements concerning the subsidy burden of the Advisory Committee proposals.

"Mr. White's concern for the

American taxpayer is touching of course," he said. "But the fact is that the privilege the United States Government now gives to Mr. White, to operate his vessels under runaway flags and thereby amass profits by evading the taxes, wages and other costs borne by American ship owners is just as much of a subsidy as the money given to American shipowners for the construction and operation of American vessels.

"These runaway operators, as we have pointed out many times before, do not pay the same Federal taxes paid by American shipping companies and other American business enterprises. They do not employ American seamen who would pay personal income taxes to the Government and who would spend their money with other Americans who, in turn, would pay taxes. They do not service, store or repair their vessels in American yards or help to support American shipyard workers and others, who would also pay taxes.

"Instead, by increasing American unemployment, by reducing American purchasing power, by contributing to our balance of payments deficit, and in many other ways, these runaway operators throw a heavy burden upon the American economy, the American Government and the American people.

"Thus, each time an American shipowner operates a vessel under a runaway flag it costs the American taxpayer money—and we submit that this money, although a hidden subsidy, is as surely a subsidy as the money we spend to

build ships in American yards or operate them under the American flag.

"We believe," Hall concluded, "that Mr. White's dissenting opinion has been motivated only by self-interest, and we believe that his proposals, if implemented, would result in a still further decimation of the American-flag merchant fleet which the Maritime Advisory Committee is attempting to preserve."

## Atlantic Coast

(Continued from page 4)

shortly. Cecil Jennette, who last sailed aboard the *Belgium Victory*, is now fit for duty and ready to ship after a few stints in the hospital.

Alfred Sawyer, a member of the SIU for the past twenty-two years was home for the holidays and is ready to ship out again. Al's last ship, the *Hastings*, collided with a German ship in the English channel and was drydocked in a German shipyard for 18 days.

### San Juan

Democratic Senator Gaylord Nelson has been named chairman of a Senate Labor subcommittee scheduled to hold hearings on pending minimum wage legislation in Puerto Rico from January 3-5. The Republican member will be Senator Javits of New York.

Anibal Albe, after seven months on the *Seatrain Georgia*, dropped down here recently for a short vacation. Also dropping by the Hall here during the *Alcoa Runner's* last stay in San Juan was **Primo Fernandez**.

# Total COPE Effort Urged By AFL-CIO

Warning against the resurgent political strength of right wing and conservative forces, the recent AFL-CIO convention urged all unions and union members to total effort in behalf of liberals in the 1968 congressional elections and full support of COPE.

A convention resolution pointed out "history and tradition are not on our side." It noted the party in control of the White House usually loses seats in off-year congressional elections. The average loss in the past 60 years has been 37 House seats and five Senate seats.

The resolution warned the special targets of rightist political action will be the 51 new liberal congressmen elected in 1964. Without them, the convention said, the flow of progressive legislation enacted in 1965—medicare, aid to education, war on poverty, housing, social security increases, voting rights and other programs—would not have been possible.

The resolution called on every AFL-CIO affiliate to "render all assistance and support to the policies and programs" of COPE to help re-elect labor's friends in 1968.

It spelled out these six points:

1. We hold it to be a primary obligation of each trade union member to be a registered voter, and of affiliated national and international unions, local unions and central bodies to encourage the achievement of this goal, we commend those national and international unions which have made a registrar or COPE chairman a constitutional officer for each local union and urge others to follow their example. Membership lists should be made available to the properly constituted COPE organization for processing in registration-and-vote campaigns, particularly in those areas where pilot projects employing data processing equipment are underway.

2. We call upon all affiliated national and international unions to designate one or more full-time staff members to work with their local unions in building effective COPE programs.

3. We urge each local union to appoint a COPE committee which will coordinate its program with the city or county COPE in its area to the end that every union member will be assisted in becoming eligible to vote and will have the opportunity to participate fully in all phases of the COPE program.

4. We commend affiliates which accept the responsibility of meeting their financial obligations to COPE. We urge those which have not to do so. COPE cannot achieve its full potential without full support. We therefore urge all affiliates (a) to accept the obligation of meeting the COPE quota, and (b) to promote the voluntary dollar drive vigorously and resourcefully.

5. The lines of communication to allied groups outside the labor movement should be carefully tended and extended. A prerequisite to our political success is a united effort with those who share common goals, such as friendly farm organizations, senior citizens and minority groups.

6. We urge the continuation and extension of those endorsement procedures which ensure broad participation by the affiliates of state and local central bodies and careful selection of candidates based only on issues and ability.

## LABOR ROUND-UP

Members of American Bakery & Confectionery Workers Local 503, who last August gave labor its first representation election victory in nearly 30 years in an anti-union stronghold, have won their first union contract after a tumultuous one-week strike. The Wellon Candy Company of Dunn, South Carolina, the employer, forced the strike by persisting in the anti-union tactics it used at the time of the election. During the seven-day walkout 27 strikers were arrested and an injunction severely limited picketing.

The Electrical, Radio & Machine Workers have begun a subscription campaign of \$1 per member in voluntary donations to establish a refugee resettlement village in South Vietnam. The union executive board said it acted on appeals from President Johnson and others for increased participation by free world agencies in volunteer efforts to help the Vietnamese people.

Albert J. Hoban, former National Labor Relations Board attorney and field examiner and a former arbiter, has been named Boston NLRB regional director, effective January 1. He succeeds Bernard L. Alpert, who died after 20 years in the post. Hoban, 54, was for 12 years an assistant attorney general of Rhode Island and served as an adviser to governors of that state on labor matters.

The American Federation of Teachers will award research grants of \$100 to \$1,000 to professors, teachers and advanced students for original studies or articles in education, social or physical science, and labor-management relations.

The union wants research that, avoiding the "ivory tower" approach, will "help the classroom teacher, provoke the 'fat cats' in education and stir the layman to action," said Research Director Pete Schnauffer.

The AFT expects that more than 100 researchers will be awarded grants during the first year of operation. A scanning committee includes AFT President Charles Cogen, Vice President Alfred J. Tapson and Schnauffer. A short summary of proposed articles, an idea as to approach and an indication of sources should be sent to Schnauffer at 716 N. Rush St., Chicago, Ill. 60611.

Five hundred refugee families in South Viet Nam are having a happier holiday season because the AFL-CIO Building & Construction Trades Department didn't send out departmental Christmas cards.

Instead, BCTD President C. J. Haggerty sent a check for \$500 to CARE and specified that it be used for 500 CARE packages "to be sent to those deserving" in South Viet Nam.

# "O Captain, My Captain..."



The U.S. merchant marine has often been called our fourth arm of defense—and rightly so. In peacetime it carries the commerce which keeps our economy strong. In wartime and in emergency situations such as the present situation in Vietnam, the merchant marine carries the cargoes which keep our fighting men supplied in the far-flung corners of the world.

Under the U.S. Constitution, the President is the commander-in-chief of our armed forces. It is his duty and responsibility to see to it that our defenses remain strong at all times. However the Vietnam emergency has shown beyond a doubt that the U.S. merchant marine, our vital fourth arm of defense, is not strong. It is weak, riddled with decay. Our active merchant marine has proved too small to adequately handle even such a relatively small emergency as Vietnam.

It is time for the President to act, before it is too late. He is at the helm—placed there by the American people, who trusted in his wisdom and determination to keep America strong. The fate of the merchant marine can no longer be left in the hands of government agencies and administrators, who have consistently downgraded the merchant marine and allowed the entire maritime industry to decline to the point where its weakness endangers the entire nation.

The President has the means at hand, in the President's Maritime Advisory Committee report, to take the steps necessary to put the U.S. merchant marine back on the road to health and strength. He also has at hand, in the Interagency Task Force report, which advocates further undermining the merchant marine and in effect dealing a death blow

to our maritime industry, proof that the future of the merchant marine must be taken out of the hands of petty government bureaucrats.

The President must act now to implement the recommendations of the Maritime Advisory Committee report. The MAC already rejected the Interagency Task Force report, which proposed maintaining the U.S.-flag share of our own cargoes at about 8.6 percent and allowing foreign-flag and foreign-built ships in the U.S. trades.

The MAC report recognizes that an expanded and improved American-flag merchant fleet is one of the nation's vital needs. It calls for an expansion of the fleet through stepped-up Government aid, to a point where it carries at least 30 percent of this country's foreign commerce. It calls for direct subsidy of American shipyards instead of allowing our capacity to build ships decay. It calls for faster replacement of obsolete vessels with modern ships and advocates paying increased attention to the vital bulk segment of our fleet. It endorses an oil import quota instead of leaving this important trade to runaway-flag vessels and urges retention of U.S. passenger ships. It recognizes that seamen's jobs must not be further reduced but must be maintained through an overall expansion of the fleet.

All these measures have been advocated before by the SIU and other American maritime unions. They have been repeated now by the President's own advisory committee. It is time now for the President himself to act. A new policy toward maritime must be formulated on the highest level. The public interest demands positive action now to rebuild the merchant fleet.



Seafarers and families who enjoyed Christmas dinner at SIU hall in New Orleans were greeted by brightly decorated Christmas tree.



Seafarer Robbie J. Maas and his family gathered around the well-set table at the New Orleans hall and enjoyed the festivities.



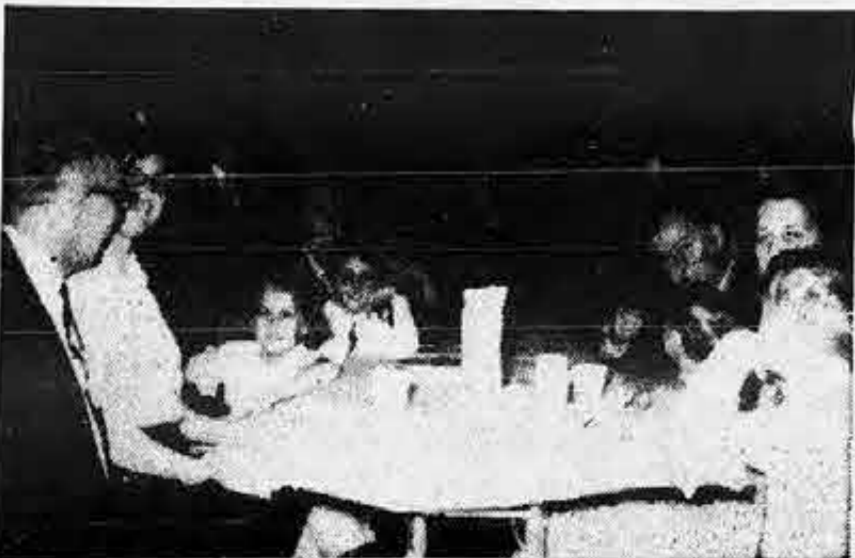
Family and friends of Seafarer Lorenzo Carrasquillo were among the many who enjoyed big Christmas dinner at the New Orleans Hall.



Christmas is an especially big day for the children, who were on hand in force at the New Orleans hall on Christmas day. Here they gather on stairway for a group photo.



No Christmas is complete without Santa Claus. Children of Seafarers include Donny and Dean Lanier, and Harold, Charlene and Dawn McClure, in New Orleans.



The traditional SIU Christmas dinner saw a good turnout of Seafarers and families at the Philadelphia hall. Big fluffy fur hat at right drew favorable comments from all the Philadelphians present.

# CHRISTMAS at SIU HALLS



On hand for Christmas dinner at Wilmington were (l-r) SIU United Industrial Workers members Antonio Guerrero and Manuel Avila; Seafarer Charles Kath and wife; SIU agent Frank Boyne (standing); Seafarer Ed Pritchard and wife.



The serving lines were long at the Wilmington hall, but the food was delicious and well worth the short wait. Both SIU and SUP members and families were on hand.



Seafarer David Blonstein, flanked by his wife and two sons, Neil and Charlie, was photographed by the LOG cameraman at the New York hall on Christmas Day. The hall was crowded with Seafarers and families enjoying the traditional dinner with all the fixings.



It was family day at the New York SIU hall for Mrs. Irene Jedrejowski and her children, from left to right, George, Mary, Victor, Creston and Catherine.



Jose Gonzales (far right), who sails in the deck department, was on hand for Christmas dinner in New York with members of his family. Gonzales makes his home in New York.



Carmen Bonafont (right), wife of Seafarer Juan Bonafont, attended Christmas dinner in the New York hall along with daughter Judith Bonafonte.



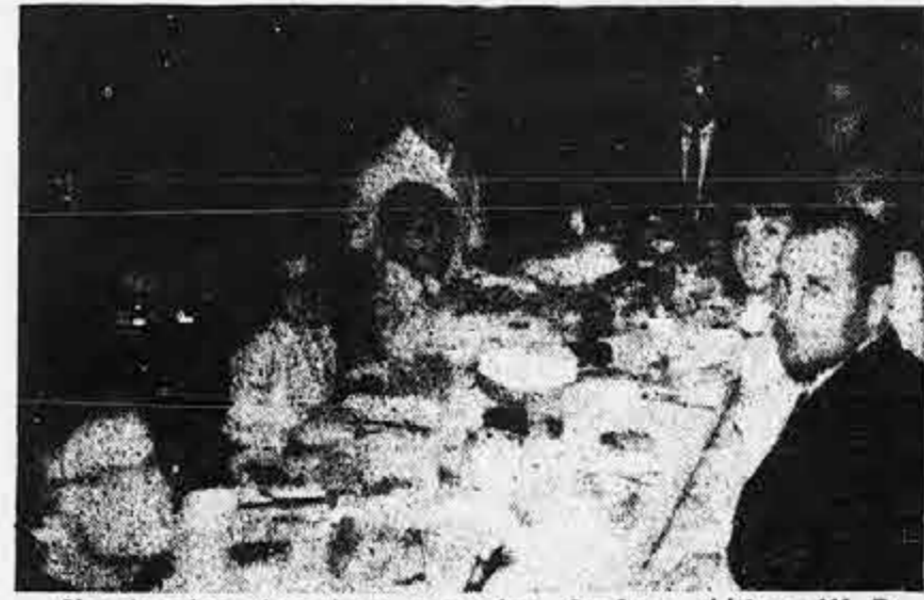
Seafarer Henry Bailey and his family enjoyed SIU Christmas dinner with all the fixings at Frankfort, Michigan.



At Frankfort, Michigan, SIU Christmas dinner was served to a big turnout, including Seafarer Fast and wife.



Mrs. Robert Ulom of Frankfort and her children turned out for the Christmas festivities with other SIU families.



Shortly after this photo was taken, Seafarer oldtimer W. P. Anderson, shown above with his family at Christmas dinner in Houston, sailed aboard the Transhartford.



Although Seafarer J. L. Bass was at sea aboard the Penn Exporter, his family joined in the Christmas celebration with other Seafarers and families at the Houston hall. For families of Seafarers away from home, it was a chance to spend the day with SIU friends.



Every half hour from 12 p.m. to 3 p.m., SIU rep M. J. Blanton gave out presents to a different group of SIU kids during the Christmas dinner at the Houston hall.



Seafarer oldtimer Lenard Prehaus (standing) was at the Houston hall with his whole family on Christmas day. Reports from all the SIU facilities in all of the major ports show that the Christmas dinners were very well attended.



## Hard-Won Leisure Time Put To Good Use

# Trade Unionists Donate Time, Leadership, To Aid Boy Scouts

WASHINGTON—Increased leisure won in union contracts has helped strengthen labor's long-standing partnership with the Boy Scouts, AFL-CIO Community Service Activities has reported.

Current nationwide interest in the children of the poor has accelerated the rapport between the nation's largest labor center and its largest organization of boys. CSA Director Leo Perlis told federation President George Meany.

Labor union members provide some 25 percent of all scoutmasters and sponsor more than 230 Scout troops, Cub Scout packs and Explorer Scout units, Perlis said in summarizing a report prepared by O. W. Moody, Jr., AFL-CIO liaison man with the Boy Scouts of America.

"Bill" Moody, who devoted 17 years to the Seafarers International Union and the labor movement, was appointed during 1964 as Assistant to the National director of the Finance Service of the Boy Scouts of America. In this post he is responsible for liaison between the Boy Scouts and the Community Services Department of the AFL-CIO.

The range of cooperation between labor and Scout groups extends from sponsoring troops, serving on Scouts boards and helping secure financial aid to building camps with donated labor—\$150,000 worth in one area.

In Colorado, unions in the Pueblo County Building & Construction

Trades Council agreed to furnish all the labor needed on the Scouts' newly acquired San Isabel Scout Ranch.

In Waterloo, Ia., the Blackhawk County AFL-CIO sponsors a Sea Scout ship and is a co-sponsor of the annual Scout-O-Rama show.

Labor help in Philadelphia includes supplying meeting places—by the SIU and the Textile Workers Union of America; sponsoring scout units and helping raise funds—Amalgamated Clothing Workers, International Ladies' Garment Workers and Electrical, Radio & Machine Workers; providing music for the annual dinner—the American Federation of Musicians.

Five unions donated their services to complete a rangers' residence and a Council office at a Scout camp in the Paducah, Ky., area.

At Ballston Spa, N.Y. members of Carpenters Local 1015 came to Camp Saratoga and gave a full day of skilled labor toward the erection of a camp lodge.

Retail Clerks locals in Washington, D.C., have given money and leadership to encourage scouting in a low-income and high-delinquency area.

Said Perlis of other examples: "This is a service that labor cheer-

fully performs for its sons, neighbors, and the community. More of our people are volunteering as their union wins more leisure time for them at the collective bargaining table."

## New Matson Containership Begins Service

SAN FRANCISCO—The Hawaiian Queen, second of two just-completed combination containerships, automobile carriers and bulk sugar freighters of SIU Pacific District-contracted Matson Navigation Company, is scheduled to begin regular service early in 1966.

The jumboized C-4 vessel will enter the Los Angeles to Hawaii trade in which her sistership, the Hawaiian Monarch, has been operating since September. Conversion of the two former troopships for their specialized trade cost about \$16.5 million.

Over 190 "live" automobiles, with gas in tanks and batteries connected, can be carried on eight levels in the No. 1 hold. Containers of up to 12,800 tons of bulk sugar can be carried in holds 2, 3 and 4. Additional autos can be carried as containerized cargo, but gas must be drained and batteries disconnected.

Addition of the Hawaiian Queen and Hawaiian Monarch allow Matson to shift the all-container Hawaiian Citizen and Hawaiian Merchant to service the Portland-Seattle-Honolulu and smaller Hawaiian Island run.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

The Oil Chemical and Atomic Workers have been successful in their 227 day strike against the Wyandotte Chemicals Corporation. The OCAW recently sent a letter to the SIU Gt. Lakes District thanking us for the support we gave them during the strike.

We are proud to say that during this period not one SIU ship discharged any cargo at the Wyandotte Plants. The SIU Gt. Lakes District also gave Christmas baskets to needy families of the strikers, some of whom had as many as eleven children.

Pete Moore, the President of striking OCAW Local 7-627 recently sent a letter to the SIU Gt. Lakes District thanking us for the support that we gave them during the strike.

The letter read as follows: "Now that our strike against the Wyandotte Chemicals Corporation is over, I would like to thank you and your membership for the wonderful support that your union gave our Local during the seven month strike.

"If all of the other unions would have cooperated as yours did, the strike might have been over a long time ago. Our membership and I will always remember the cooperation that your union gave us."

## DETROIT

During the years 1962-1964 we had several SIU Atlantic and Gulf contracted ships arrive here; however, in 1965 only two SIU A&G ships arrived on the Lakes (the Hastings (Waterman) and the John C. (Atlantic Carriers).

## CHICAGO

Shipping has finally come to a standstill in this area with the last vessel, the Henry Platt, of Gartland, laying up in Chicago on Christmas Eve. The only thing operating in this area now is the Tanker Detroit.

Three members were hospitalized in Chicago at the Vets Research Hospital, and have since been discharged with the exception of one man, Joe Wijciecoswki, off the Harris Snyder, with bad back injuries.

This has been a good year relative to shipping and job opportunities, and next season looks brighter yet. We would like to say again that all members with sufficient time should take a few days to study and upgrade, thereby giving themselves the advantage of securing better paying jobs during the 1966 season. All Ports and Agents will be available, giving complete assistance to those who wish to take advantage of the SIU Educational Program.

## FRANKFORT

The Ann Arbor Railroad Company is again hauling taconite from Manistique to Frankfort in the carferries.

All of the Ann Arbor fleet laid in for weather on Christmas Day, giving many of the men a chance to be with their families.

## BUFFALO

With twenty ships laid up in this port with storage grain, the indication is that there will be a fair amount of shifting work during the Winter months.

The last ship in for layup was the Chicago Trader, that arrived early in the A.M. of December 24th, so at least some of the men made it home for Christmas.

Gus Wolf would like to extend his gratitude to all the members who remembered him with Christmas cards this year.



## By Frank Drozok, West Coast Representative

Shipping continues to be good in San Francisco especially for entry ratings in all three departments. The outlook for the remainder of January also looks very good.

Ships paying off during the last shipping period were the Fairport, Yaka, Rio Grande and the Transwestern ships. Signing on included the Fairport, Yaka, and Rio Grande.

Ships in transit were the Eagle Voyager, Steel Architect, Yorkmar, Elizabethport, Choctaw, Steel Flyer, Steel Apprentice, Portmar, Transglobe, Marymar and the Longview Victory.

Ships due in for the next period include the Rachel V. De Soto, Fanwood, Young America, Santa Emella, Beloit Victory, Fairisle, Panoeanic, Faith, Penmar and the San Francisco.

On the beach we have B. E. Broderick, a real SIU oldtimer who piled off the Express Buffalo recently. Also on the beach is Juan Hopkins who recently got off the Elizabethport and said that he's looking for a Far East run.

## Seattle

Shipping has been good in Seattle for all ratings since the last period, and from all indications it looks like it will continue for some time to come due to grain coming out of here and the situation in Vietnam.

On the beach here is Jack Strong who got off the Summit to spend the holidays at home and is now waiting for a ship going

to Alaska. Jack has been a member of the SIU for 19 years.

Bob Cossiboin, who had to get off the Topa Topa to go into drydock for awhile is now fit for duty and waiting for the first job to hit the boards. Bob has been a member of the SIU for 24 years and has participated in many of the beefs that the union has had through the years.

Bjorne Granberg, who last sailed on the Transpacific, is PFD again now and should be ready to go again in about a week or so. Bjorne has been a member of the SIU for twenty years.

We had a wonderful turnout for our annual Christmas dinner here and a good time was had by all.

## Wilmington

Shipping for all ratings in the port of Wilmington has been very good. During the past two week period we had the Steel Flyer and the Choctaw payoff and also had seven ships in transit.

Vic Egel blew into town after a 4-month trip on the San Francisco as O.S. After a short vacation on the beach he will be ready to go again.

We held our Christmas party in the hall on December 23 and had a good turnout of members and their families. A good time was had by all.

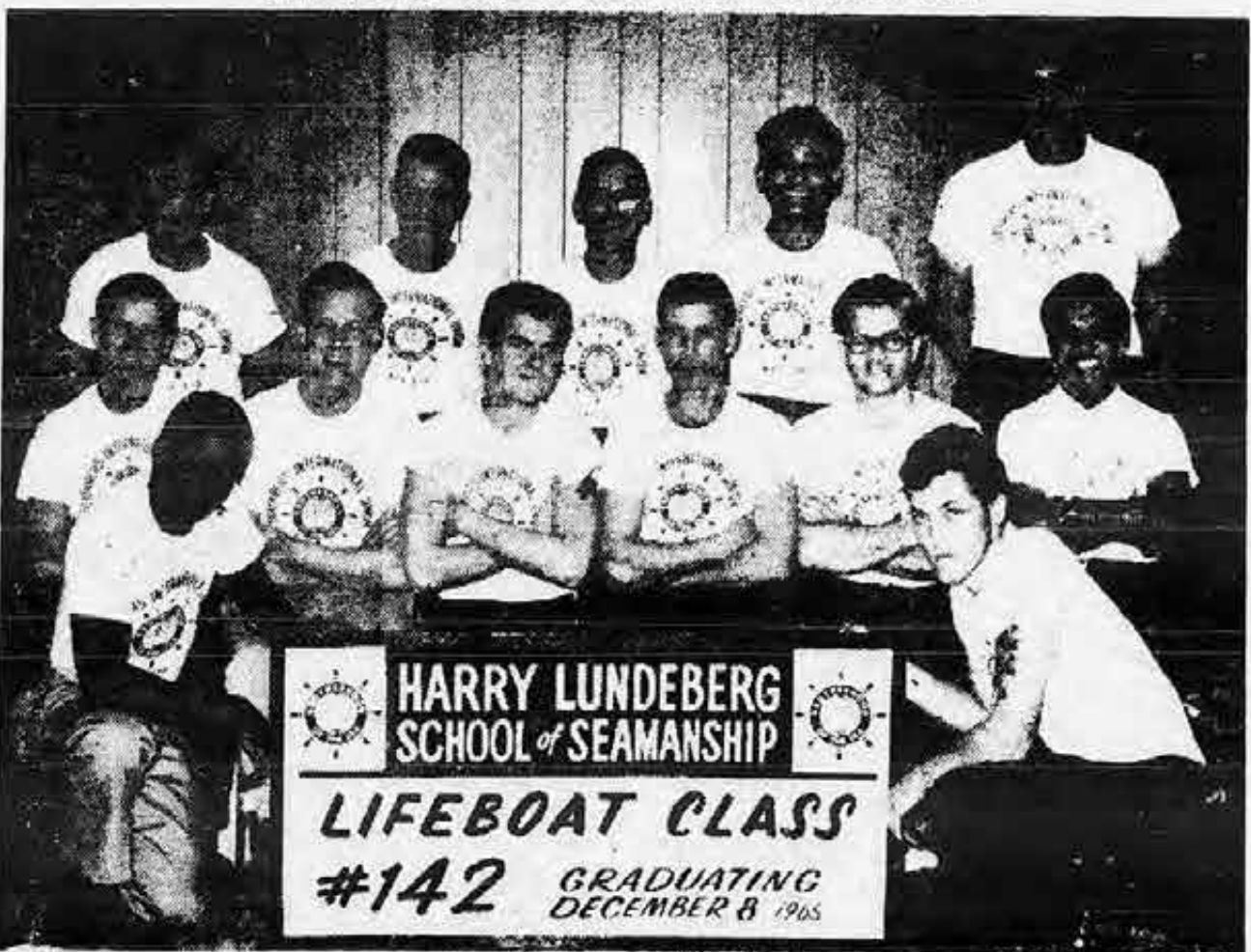


Hopkins



Granberg

## Lifeboat Class No. 142 Graduates



After successfully completing lifeboat training course at the Harry Lundeberg School of Seamanship, SIU Lifeboat Class No. 142 assembled for graduation picture. Newest batch of lifeboat ticket holders are (l-r, bottom row): William Jenkins, Thomas Lynch. Middle row: Jim Brown, Levi Chase, Charles Tucker, George Georgoussis, James Saladore and Fernando Zaula. Top row: George Chang, Jose A. Albite, Henry Torres, Jr., Manuel Maldonado and instructor Arni Bjornsson.

## YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

### January Buying Calendar

Your family will have to cope with higher living costs again in 1966 after going through, in 1965, the largest increase in prices in this decade. At the beginning of the year we predicted a living-cost increase of about 1½ per cent. The actual increase in the past 12 months has been 1.8 per cent, despite the cut in excise taxes on some goods.

For 1966, we can expect another living-cost increase in the neighborhood of 2 per cent. Any erosion this size in the buying power of the dollar qualifies as actual inflation, not merely the usual creeping inflation of 1 to 1½ per cent a year.

The most serious problem you will have to deal with in 1966 is the high price of food. The Administration has been trying, with some success, to battle price increases on basic materials by releasing part of its own stockpiles of aluminum, copper, wheat, etc. But one retired worker told a recent consumer conference sponsored by Denver Labor Federation Community Services: "The price increases I have to pay on food this year make the aluminum and copper increases look like pikers!" He proved it with examples, and got big applause.

There is some evidence that processors and distributors are increasing prices of finished products more than hikes on raw materials warrant. Several food items have gone up more than abundant supplies seem to warrant. The big price increase in shoes is much larger than justified by prices of hides, farm representatives have written to this column.

On January 1, 1966, several additional excise-tax reductions go into effect, and will help your family. The 10 per cent tax on phone service drops to 3. Some theater and sports admissions' taxes will be eliminated or reduced. The taxes on auto parts and accessories installed by dealers, and electric light bulbs, will be eliminated. The manufacturers' excise tax on cars, reduced from 10 to 7 per cent last summer, now drops to 6.

#### Selective In Buying

Bargain of the year is household appliances. Even after successive price cuts since the 1957-59 period, appliances have gone down another 5 per cent this year.

Here are buying tips for 1966:

**FOOD:** Meats especially are high. Some pork cuts already are 10 to 24 cents a pound higher than a year ago. Beef has not gone up as drastically, but most beefsteaks also cost 10 cents a pound more.

The price hike on red meats has affected other foods. Even though turkey supplies are bigger, prices have been slightly higher. Eggs, too, cost more than last year. However, despite these increases, your best buys in protein foods for 1966, to stretch costly meat, will be turkeys, eggs, broilers and other chicken, cheese and frozen fish. Broiler supplies will be heavy. In red meats, chuck with bone in, chopped beef, Boston butts and calls are your best buys. The butt and call (or picnic) are cut from the shoulder. The butt has more lean meat than the call, or any other pork cut. Even at its higher price, the butt is a better buy.

**CLOTHING:** The real problem is shoe prices, expected to go up another 50 cents to \$1 on top of last fall's similar hike. Our advice is to shop the January shoe sales for current needs. You'll save two ways—on the sale price and by anticipating the forthcoming increase.

Look for good buys in January clothing clearances, including children's wear, expected to cost more this spring. Especially take advantage of sales of "durable press" slacks and shirts for men and boys.

**HOME EQUIPMENT:** Among the outstanding values are the low prices available this year on vacuum cleaners, washing machines, dryers, ranges and refrigerators.

## Gulf Coast Column

(Continued from page 5)

reports a smooth voyage as chief cook aboard the *Mount Washington*. Louis P. Hagman, who got off the *Merrimac* to enjoy the holidays on the beach, says he would like nothing better than to be able to get his chief steward slot back aboard the *Merrimac* again because he really likes that ship.

#### Mobile

F. D. Finch, who last sailed as bosun aboard the *Producer* on a trip to India is spending the holidays here with his wife. Finch has been shipping out of the Gulf since the Union's inception in various deck department ratings. F. L. Miller is in drydock here with a knee injury he suffered back in September. His last ship was the *Transharford*. Miller, who makes his home in Florida and has been shipping out of the Gulf area for the last twenty years

or so, can hardly wait for his knee to get back in shape so he can grab a deck department slot on the first thing smoking.

Spending the holidays with his wife and family here, Joseph J. Logan last sailed on the bauxite run aboard the *Alcoa Commander*. An oiler's job going anywhere is his first resolution for the new year. Oldtimer Theodore R. Maples is enjoying the holiday season by getting in some deer hunting. His last ship was the *Montpellier Victory*, on which he sailed as FWT.

After a long spell as steward aboard the *Haleyon Panther*, Harold Westphall is on the beach, spending the holidays at home with his wife and family in nearby Satsuma, Alabama. Home for the holidays for the first time in a long while is LaFrance Smith, who last sailed in the steward department aboard the *Producer*. Before that he sailed aboard the *John B. Waterman*.

# Great Lakes States Oppose Seaway, Inland Waterway Tolls

CLEVELAND—Opposition to all proposed waterway tolls and charges, including the tolls on the St. Lawrence Seaway, has been voted unanimously by the Great Lakes Commission, representing all eight states bordering on the Lakes.

Chairman of the Commission's Commerce and Navigation Committee, Louis C. Purdey, declared that any toll or charge at all, on any waterway, was a form of discrimination against a mode of transport. Tolls or user charges on inland waterways are contrary to all treaties and precedents, in which U.S. policy has always been to oppose any form of restriction on access to inland waters, he said.

He left no doubt that the committee's recommended motion to the full committee was intended to apply to the St. Lawrence Seaway in addition to domestic inland waterways.

#### Tolls Opposed

Under an agreement between the U.S. and Canada, the cost of the St. Lawrence Seaway is to be amortized with revenue from tolls over a 50-year period. Next year an International Joint Commission is to make recommendations concerning the level of Seaway tolls. However, there is strong opposition

to tolls in Canadian shipping circles.

In spite of constantly rising cargoes and revenues, the Seaway has been running in the red, meeting its operating costs and more in the Lake Ontario-Montreal section but not having enough to cover its deferred interest charges.

In addition, a "user" tax on the fuel used by U.S. inland water carriers has been proposed for the past several years. U.S. inland water carriers have strongly opposed such a user tax as discriminatory against one mode of transport and has thus far had the support of Congress in this view.

## Canada Eyes Plan To Break Worst Seaway Bottlenecks

OTTAWA—Two St. Lawrence Seaway canal improvement projects designed to eliminate the worst bottlenecks in the Seaway system, will be considered by the Canadian Cabinet, according to Minister of Transport John Whitney Pickersgill.

The project proposals call for an 8½-mile bypass to straighten the canal and take it around the city of Welland, where five city bridges now cause periodic slow-downs and which is considered one

of the Seaway system's worst bottlenecks. The bypass would be considerably wider than the channel.

The second proposal is for the construction of additional locks at Beauharnois, a two-lock system which studies of traffic increases predict will become the next major Seaway bottleneck unless action is taken.

A project has already been started to twin all Welland locks to allow shipping to flow in both directions at the same time. Coupled with the proposed bypass, this would dramatically reduce the time required for vessels to transit the 27-mile link between Lakes Erie and Ontario.

Although the bypass projects, which would cost an estimated "hundreds of millions of dollars" have not yet been approved or even considered by the Canadian Cabinet, preparatory steps have been taken by expropriation of the necessary land for these projects to prevent land speculation. About 4,000 acres east of Welland has been acquired for the proposed Welland Canal bypass plus 275 acres beside the Beauharnois Canal, near Montreal, for additional locks.

### Two Ships Added To Cuba Blacklist

WASHINGTON—Two ships have been added to the U.S. Government blacklist of ships which have been to Cuba since January 1, 1963, bringing the number of ships ineligible to haul U.S. Government-generated cargoes to 244.

The vessels added during the two-week period ended December 13 were the 7,134 gross ton British flag "Elicos," and the 7,245 gross ton Cypriot flag "Alexandros," the Maritime Administration announced.

Although vessels may be removed from the blacklist on promise of their owners to keep them and all other ships under the same control out of the Cuban trade, no ships were removed from the list during the latest reporting period.

British-flag ships still lead all others on the list with 74 in the Cuban trade. With the addition of the *Alexandros*, there are now 12 Cypriot ships on the blacklist. The total of 244 ships listed come to a total of 1,709,743 gross tons.

## Negative Income Tax Would Aid The Poor

WASHINGTON—A "negative income tax" and the creation of socially useful jobs for the unskilled have been proposed as part of a comprehensive, five-year attack on poverty by R. Sargent Shriver, director of the Office of Economic Opportunity.

The negative income tax would use the Government's income tax machinery to supplement the income of the poor by allowing an individual or family with an income below the tax-paying level to claim a payment based on the unused portion of his current exemptions.

A family of four, for example with no income would get a payment from the Government of \$420, or 14 percent (the lowest tax rate) of \$3,000, the level at which the family's income becomes taxable.

The second proposal would create jobs for the unskilled in areas where the poor are concentrated. These socially useful jobs would be in the nature of hospital orderlies, nurses aides or maintenance and custodial workers in public institutions and parks.

Creation of these jobs for the unskilled would relieve the highly skilled workers of necessary duties in which their skills are not utilized, much as the parking meter maids relieve trained policemen for more important duties.

Many such jobs remain uncreated, Shriver says, because local governments and institutions do not have adequate funds. Under his plan, the Federal Government would put up 90 percent of the cost, which would amount to \$1 billion or \$2 billion a year.

The negative income tax proposal is designed to help close the so-called "poverty gap" of about \$12 billion, which is the amount necessary to remove everybody from the definition of poverty. A city family of four with less than \$3,150 yearly income is presently considered poor. This program would cost the Government an estimated \$4 billion a year under present projections.

## SIU Welfare, Vacation Plans

CASH BENEFITS PAID: Sept. 1 - Sept. 30, 1965

	CLAIMS	AMOUNT PAID
Hospital Benefits .....	7,518	\$ 70,285.01
Death Benefits .....	18	39,885.50
Pension-Disability Benefits .....	769	115,350.00
Maternity Benefits .....	39	7,726.70
Dependent Benefits .....	817	97,089.13
Optical Benefits .....	556	7,571.21
Out-Patient Benefits .....	4,502	35,954.50
Vacation Benefits .....	1,303	430,569.55

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 15,522 \$804,431.60

# SIU Pensioner Recalls Youth During Tour Of The Far West

By FRED HARVEY

It being to my mind a nice time to go traveling, I decided to take a trip to the Pacific Northwest, so I just bought a ticket on the next day's train out of New York and left the city on the afternoon of August the 16th. Arriving in Chicago the following day, I hurried on out to Crystal Lake to visit with my brother and his family. He is 84 years old and still going strong. Myself, I'm only 79.

After a round of visits here and there and seeing many places from my very early childhood and meeting some of the old settlers, my nephew took me up to the tip of the Kewonawee Penninsular in Wisconsin to visit my younger brother's place at Yill's Rock. We stayed there a whole week, riding around and looking over the country. On one of our rides we stopped by a wooden statue of Chief Oskosh of the Menominee Tribe that was posed by his grandson, who is now chief of the tribe.

The next leg of my journey, with stopovers here and there, took me to Miles City, Montana, where I had passed through many years before. It seems that for a couple of blocks in town, there was a saloon and gambling house every other block, where pictures of days gone by adorn the walls. In the mornings I visited the fairgrounds and stockyards and would sit in on a few hands of poker in the afternoon at the "Range Riders' Saloon."

Then, in order to see the "Little Big Horn country," I hired a car to take a trip in that direction, passing herds of buffalo and horses all along the way. I also took a four-day tour of Yellowstone National Park.

When I got back to Miles City, I decided to try my luck on a horse, which I hadn't been aboard in over ten years. After galloping over the prairie for about an hour, the pony stepped in a gopher hole and

left me sitting on the ground. It didn't hurt much at the moment, so I just climbed back aboard; but on dismounting back at the fairgrounds, found my knee aching and swollen.

Old fashioned remedies are the best cures for things like sprained ankles and their like. I found a bottle of liniment and holed up in my room for two days.

About that time I decided I'd had enough of Montana and figured it was better to move on further west. It was about four in the afternoon of September 2, when I left Miles City, and got to Butte, Montana by dark. That is quite a stretch of country, where you go down the hills to Butte, which seems to lay as if it were in a bowl. I surely admired the skill of the bus driver, maneuvering down those twisting roads. They are crackerjack drivers.

We got into Missoula, Montana and the Idaho panhandle is of the wildest sort—mountain ranges covered with acre after acre of white pine, rocky trails and cool clear streams.

San Francisco was one of the highlights of my journey. They really believe in free enterprise there, with the saloons swinging their doors open at six in the morning, even on Sunday. But my favorite of course was the Maritime Museum, which I make a point of visiting every time I'm in Frisco. I took a much needed rest following the 24-hour ride on the bus, then went over to the museum and aboard the "Balelutha," the full-rigged ship belonging to the museum.

The next day I met with the director, Karl Kartum, and Lib-



Pensioner Fred Harvey rests for a moment in Egg Harbor, Wisconsin, under the statue of Chief Oskosh.

rarian Al Harmon. We just sat around talking about whaleships and sailing boats in general, with the conversation being taped. I had several pictures taken and got myself on television for thirty minutes.

Also, I went down to the SIU Hall and saw my old friend Paul Yonso, who was just getting ready to ship a bunch of Seafarers out to Saigon. If I had wanted in, I probably could have been shanghaied out of San Francisco, even though I am pushing eighty.

Just before I pulled out of Frisco, I stopped by the Barbary Coast and Chinatown and tried to remember where the old dance hall used to be, places such as the Thalia and the Hippodrome. I found out that sixty years makes a lot of difference. Nearly all of my old hangouts had been gone for quite a while.

On the way to Salt Lake City early in the morning it began to snow, and when we got to Rock Springs, Wyoming, the country was covered by a white blanket. After being delayed for two hours due to a traffic jam, we started up the hill toward Rawlins, Wyoming. We were traveling along what was called the "Bear Mountain Road, about 8,000 feet above sea level. Everything rolled along smoothly for a while, but just before reaching the summit, the bus was stopped by another roadblock.

The way to Cheyenne was literally teeming with wildlife. The graceful antelopes and deer had been driven from the woods by the blizzard and the consequent lack of food, and they were all grazing in the snow.

I fell in bed at the hotel in Cheyenne and woke up feeling that I'd had just about enough. After a good night's sleep, I packed up the old suitcase and bought a ticket for Chicago and New York.

## Welfare Benefits Draw Thanks

To the Editor:

I wish to express my heartfelt appreciation to the Seafarers International Union of North America, which has helped me at all times and especially in the last four years, as I have been under the constant care of doctors since I was placed on the disability list. Everyone has gone out of his way to be helpful.

Also, I wish to say that it is a privilege to be a member of such a wonderful union as the SIU.

The SIU has set up programs to ease the member's burdens when they are going to sea, as well as looking after them and their needs when they are not able to continue their life as a seaman. It is a plan that looks into the future to make life more secure and worthwhile for them when help is most needed.

Trouble comes very often when it is least expected, and medical problems are among the most expensive. The aid from my Union was most appreciated.

Fraternally yours,

Lawrence O. Russell



## Brothers Rally For SIU Marriage

To the Editor:

I just want to publicly acknowledge and again thank my fellow crewmembers aboard the Steel Fabricator.

I was married on our last

trip to Bombay, India, and invited the whole crew to my wedding. In the true SIU spirit and tradition of the Brotherhood of the Sea all my shipmates turned out to help me in various ways.

Bosun Wallace Simpson was considerate enough to arrange for my time off in port, other AB's and Ordinaries stood my watches, and second cook and baker Frank Constagno served as my best man. Then to

## LETTERS To The Editor

All letters to the Editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

top it all off, Charles Johnson of the steward department took up a collection for a wedding present from the crew.

All these things I will never forget, and it makes me proud to be a member of a union that lives up to its standards. It was a time when a Seafarer needs his Brothers to prove their kindness through action and deeds, and not merely words. Fellows, a vote of thanks from Merlene and myself to all of you.

Fraternally,

Fidel De Dios

## Final Departures

Charles H. Juntikka, 45: Accidental causes claimed the life of Brother Juntikka, when he was overcome by carbon monoxide during a housefire. Last serving with the Kinsman Marine Transit Company, he was a member of the deck department.



Juntikka is survived by his brother, John, and burial took place in the Atlantic Mine Cemetery in Houghton County, Michigan.



Arthur John Queary, 39: Brother Queary succumbed to a heart attack while at sea near Edgewater, New Jersey. A member of the deck department, he last served aboard the Seatrain Texas.



Queary was a native of Brooklyn, New York, and lists his grandmother, Mrs. F. Nergler, as his beneficiary.

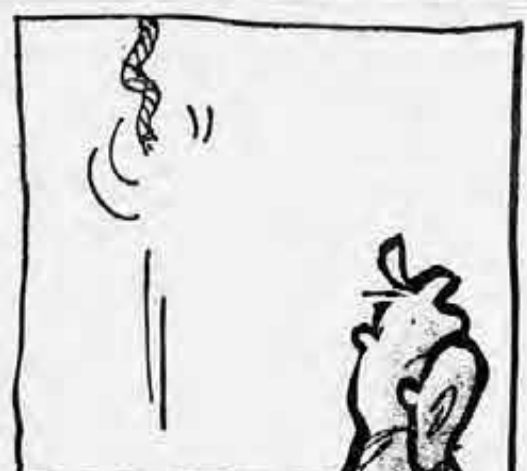
Edward John Cichorek, 52: A heart attack proved fatal to Brother Cichorek. Last shipping out aboard the Keva Ideal, he was a member of the engine department. Cichorek listed his last address as 618 Pike Street in Seattle, Washington, and was buried in the Holyrood Cemetery, King County, Washington.



Theodore E. Shupick, 61: Brother Shupick died of a liver ailment in the St. Mary's Hospital in Superior, Wisconsin. A member of the deck department, he last sailed with the American Steamship Company. Brother Shupick is survived by a friend, Liney Randolph, and was buried in the Forest Lawn Cemetery in Detroit, Michigan.



Seventy-nine year old Fred Harvey made it back from his trip to the far West in time for Christmas dinner at the New York SIU Hall. He is shown with his wife and a guest, Maria Da Rosa, whom the Harveys sponsored for citizenship.



**LOG-A-RHYTHM:**

**Sea Spirit**

By Paul Ruffin, AB

Barren seas and causes tragic  
And dreams of those we left behind  
With hopes that white and moving water  
Will soon erase them from our mind.

Winter's chills and summer's heat,  
The strain of schedules day by day,  
A startled ship shedding memories,  
Flooding the ocean's unmarked way.

Stairs of whitecaps, not of wood,  
Rolling bedposts far from land,  
A ceiling that is mostly sky,  
A harbor that is mostly sand.

The sea has called us and we came  
By choice and by chance combined,  
The ocean's call we all have answered,  
A clarion harsh but not unkind.

The day has changed but not the call,  
The work but not the breed,  
And the ships that sail the ocean's wastes  
Are bound by an ageless creed.

A creed that dictates, "You shall sail,  
While others on land remain.  
A pitching deck shall be your home  
With wind and stars and rain.

"Wind and stars and a toneliness  
That whispers through the soul  
And stops when docked at foreign ports  
Where foreign things are sold."

Strange streets like withered flowers  
Have an odor all their own,  
Dark and twisting alleyways  
That never lead toward home.

A seamen's club in Napoli  
Beckons the sailor in,  
A park, a bench and a crooked tree  
Stares at the stranded men.

Softly, softly murmuring  
In tones one scarce can hear,  
Water passes under pilings  
Tidal currents under piers.

Weary hours of waiting,  
Straining ears to hear the horn,  
The sound that signals anchors weighing,  
The sailing ship's returning tone.

And yet when ship and turning screws  
Have brought the seaman home,  
Still he strains to hear the water,  
Still he listens for the horn.

For the sea has called him,  
Answering, he came,  
He now awaits the hour  
When the sea shall call again.

**Making The Bread**



Baker Pedro Flores adds a touch of yeast to the mixer aboard the Robin Locksley before he switches on the machine. Due to the impossibility of carrying fresh bread on a long voyage, it is baked aboard ship.

**Seamar Crewmen Praised For Rescue On High Seas**

The skill and readiness with which Seafarers cope with emergencies at sea figured prominently on the Seamar in the rescue of an unidentified man floundering in the water. The incident took place off the west coast of Mexico nearly 100 miles from land!

On an afternoon in mid-December the SIU ship was smoothly cruising along on her course when the officer on the bridge heard a cry from the water and saw a man there. He immediately threw a ring life buoy overboard and gave the order "hard right" to the helmsman, Seafarer Clifford B. J. Brown.

It was clearly a time for quick thinking and fast action.

The ship veered hard to the starboard as Brother Brown began to execute the Williamson Turn, a standard maneuver in all cases of "man overboard." The turn was expertly completed, and the man was found to be only a half ship's length away.

But Brother Brown was not the only Seafarer swinging into action.

While the turn was being completed, the number two lifeboat was being readied for launching—the tarpaulin was stripped away, oars and barlocks and other equipment thoroughly checked, and the block and tackle made ready. Soon the lifeboat was launched in good order and proceeding toward the survivor.

"The Seafarers acted very

diligently in launching the boat and getting away from the side of the ship," according to Ship's Delegate S. Furtado. "They should be commended for doing such a fine job when help was needed on such short notice. The total elapsed time from the original sighting until the man was taken aboard the rescue boat was under nineteen minutes!"

The ship's delegate went on to describe the man as being about 28-years-old, a native of Amsterdam and sailing as an AB, among

other things. He also noted that the man was incoherent from the length of his exposure in the water.

The man was later identified as a Dutch crewman named Hahn van Felder off the German freighter Constantia.

The crew on the rescue boat consisted of Seafarers Furtado, J. R. Mattox, M. R. Knickman, John P. Schaefer, B. R. Hireen, B. R. Ojeda and 2nd Officer Royal Hightower, a former SIU brother.



Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions.

"Lee" brand tires  
(United Rubber, Cork, Linoleum & Plastic Workers)

⌵ ⌵ ⌵

Eastern Air Lines  
(Flight Engineers)

⌵ ⌵ ⌵

H. I. Siegel  
"HIS" brand men's clothes  
(Amalgamated Clothing Workers)

⌵ ⌵ ⌵

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

⌵ ⌵ ⌵

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

⌵ ⌵ ⌵

J. R. Simplot Potato Co.  
Frozen potato products  
(Grain Millers)

⌵ ⌵ ⌵

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

Empire State Bedding Co.  
"Sealy Mattresses"  
(Textile Workers)

⌵ ⌵ ⌵

Pepsi Cola Company  
(Soft Drink Workers, Local 812)

⌵ ⌵ ⌵

Jamestown Sterling Corp.  
Furniture and Bedding  
White Furniture Co.  
United Furniture Workers

ALCOA RANGER (Alcoa), November 28—Chairman, H. W. Miller; Secretary, A. B. Nell. No beefs reported by department delegates. Motion made that cleaning cargo holds to be regular OT rate.

ATLAS (A. L. Burbank), November 8—Chairman, P. Rubish; Secretary, M. Duen. Brother Bob Fletcher was elected to serve as new ship's delegate. Disputed OT in Port of Christobal, Canal Zone. Motion made that all ships be air-conditioned. Repair list to be brought up to date and submitted to the captain. Need new washing machine badly.

SEAMAR (Calmar Steamship), Dec. 19—Chairman, Robert Reid; Secretary, R. K. Holt. Ship's delegate reported that a letter was received from Earl Shepard regarding the conditions aboard this vessel. More of a variety is requested on menu. No beefs reported by department delegates. Ship's delegate was reimbursed for phone calls. Collection taken up for man rescued from sea. Job well done to all hands in rescue operation. Special attention will be made by N.Y. patrolman regarding the food.

LONG LINES (Isthmian), Nov. 3—Chairman, H. Libby; Secretary, Dick Grant. Ship's delegate reported letter was forwarded to New York headquarters regarding disputed OT. Washing machines need repairs to see Chief engineer.

OCEANIC SPRAY (Transworld Marine), Dec. 12—Chairman, Frank Natale; Secretary, H. Kennedy. Ship's delegate reported that everything running smoothly. One man was sick but since has returned to work. Vote of thanks to the Steward department. No beefs reported by department delegates. Steward department requests that crew take a little more time and bring back all dirty linens and cups that they use.

OCEAN ULLA (Maritime Overseas), Dec. 14—Chairman, James O. Brusio; Secretary, James M. Nelson. New contracts have not been received by crew. Ship's delegate reported that everything is running smoothly. No beefs reported by department delegates. Vote of thanks to the steward department. Ship's delegate suggested that all brothers put in for 10 nights lodging while in shipyard due to excessive noise and no hot water.

TRUSTCO (Marine Carriers), Dec. 12—Chairman, Juan Oquendo, Jr.; Secretary, Robert Meedy. Ship's delegate reported that at Bombay, crew can draw 50c of base pay less one month allotment in currency next draw to be in travelers checks. All crew members to advise correspondents to include name of ship

in letters to be received. There is shortage of porthole screens. When in India and other foreign ports keep doors locked. Captain will obtain more keys and locks in Bombay. Recreation room needs cleaning up regularly. Some disputed OT in deck department. Crew is asked to please keep their feet off the chairs and tables in the messroom. Bosun states that when ship is not gas free, absolutely no smoking outside of authorized spaces and no transistor radios on lookout watch.

STEEL ARCHITECT (Isthmian Lines), Dec. 18—Chairman, Michael J. Anzalone; Secretary, A. Leiter.

**DIGEST of SIU SHIP MEETINGS**

Discussion about having patrolman in San Francisco to straighten out beefs. \$120 in ship's fund. No beefs reported by department delegates. Brother O'Connell was elected to serve as new ship's delegate. Motion made to have better launch service in Manila. Motion made to buy new wall clock. Everyone cooperated in keeping heads clean. Repair list to be made up as soon as possible. Organize detail to clean laundry and library. Keys should be made for showers and toilets, also paint crew quarters and pantry.

FANWOOD (Waterman), Nov. 26—Chairman, D. Missimer; Secretary, S. Heinfling. Brother Seymour Heinfling was elected to serve as new ship's delegate. No beefs reported by department delegates.

OCEANIC TIDE (Transworld Marine), Nov. 21—Chairman, John F. Dickerson; Secretary, J. D. Williams. Ship's delegate reported that Captain said there will be no money draws on overtime. No beefs reported by department delegates. Crew is requested to please keep the natives out of the fo'c'sles in Port Said. Vote of thanks to the Steward department.

GENEVA (U.S. Steel), Dec. 19—Chairman, Richard Heffley; Secretary, Larry Mundy. Ship's delegate reported 1 oiler missed ship in Morrisville. Some disputed OT in deck department. Negotiations underway to allow all hands time off as per SIU freightship agreement. Suggestion to repair air conditioners in messhall and recreation room.

Editor,  
**SEAFARERS LOG,**  
675 Fourth Ave.,  
Brooklyn 32, NY

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Deck, Engine, Steward Dep'ts At Work Aboard Del Santos



AB John W. Allstat hoses down the ship as a part of his routine duties on deck.



Seafarer Louis Galuska takes a turn at the wheel while the ship is underway on an overseas run.



Oiler Robert L. Thompkins performs one of the essential chores down in the engine room.



After the meal is finished, Chief Steward Alton R. Booth, the "Strawberry Man," takes a break.

From the Ships at Sea

Although Christmas has long been passed and remains in our mind only as a holiday last year, reports by delayed overseas mail continue to indicate that Seafarers all over the world enjoyed quite a meal aboard their respective ships. Brother Manuel Silva, ship's delegate aboard the Montpelier Victory,

sends a favorable report of the Yuletide celebration on his vessel. "Our Christmas menu would have done justice to the finest restaurant," he said. "Turkey, Virginia Ham, roast Long Island Duckling and prime ribs of beef were only a few of the tasty items our steward department, headed by Brother W. T. Langford, served up for the crew. This ship is on a real dream run, in addition to the splendid work by the boys in the galley—two coastwise and one intercoastal trips—and the rumor is that we will be on this one for a year."



Langford

Meeting chairman David Pashkoff aboard the Hercules Victory (Wall Street Traders Inc.) reports favorably on Ship's Delegate Albert Paige. It seems that both the deck delegate and several of the members agreed that he was doing a good job, and everyone hopes that he keeps the position. "He does the job like it should be done," Pashkoff noted.



Pashkoff

Crew members aboard the Del Norte (Delta Steamship Lines) again demonstrated that Seafarers are always ready to come to the aid of a Brother in distress. They unanimously voted to use a portion of the ship's funds for a radiogram and floral wreath to the family of Sankey Edwards whose sister recently died. They also sent a radiogram to Seafarer Albert Stout on the death of his Mother, according to Galley Delegate Henry B. Donnelly.



Donnelly

Ship's delegate Charlie Mazur of the Columbia Victory (Columbia Steamship) reports that the crew is having an exceptionally good trip aboard a fine vessel. "Everything is just great," he says, "especially the steward department. Those guys are doing a really wonderful job. They've truly earned the vote of thanks that the crew gave them."

According to ship's delegate Wesley Leonard, things just couldn't be going any better than they are aboard the Cabins (Texas City Refinery). "It's a good trip, a clean ship, and a wonderful crew with everyone pitching in and working together," he reports. "An especially outstanding job is being

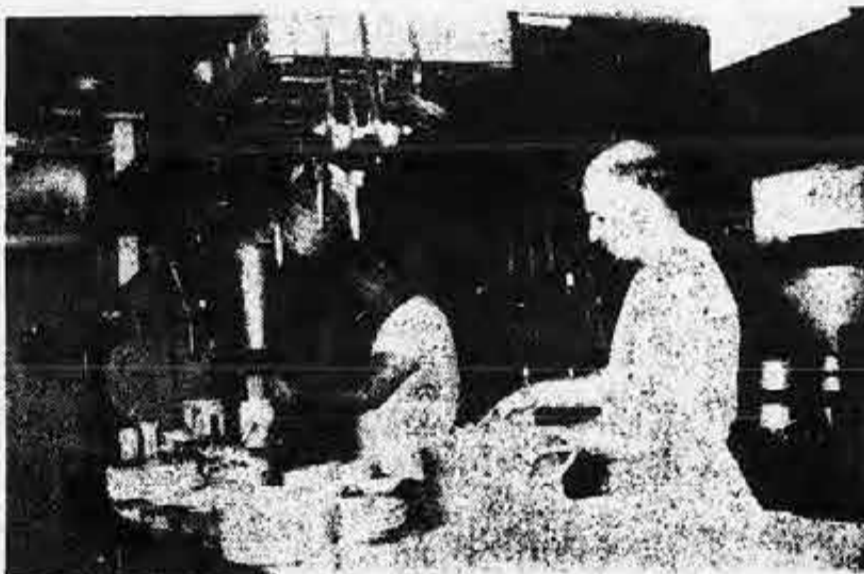
turned in by the steward department," he continues. "The chow and service are tops. The run is being made according to the highest SIU standards of work and behavior."

Seafarers aboard the Del Mar (Delta Lines) awarded a vote of thanks to the ship's movie director who did a fine job of obtaining films and keeping the equipment functioning in A-1 shape. "We saw some terrific films this time out," says ship's meeting secretary Joseph V. Whaler Jr. "An SIU crew always appreciates a job well done."

A special menu and a special dinner highlighted Thanksgiving Day on the Fanwood (Waterman), according to Ship's Delegate Seymour Heinfling. The theme of the festive occasion was Kipling's "Ballad of East and West," and each item on the menu was followed by an apropos quotation from such writers as Jouvonal, Voltaire, Cervantes and Shakespeare. A special vote of thanks was extended to the steward department for a job excellently done.



Heinfling



Joseph F. Adams, 3rd cook, and Roderick Kopf, chief cook, busy themselves in the galley with the preparing of the day's meal.

LOG-A-RHYTHM:

A Stairway

By Linda Mustakas

Every stairway must begin  
Though each must end as well,  
A life may be compared as such—  
In fact, a parallel.

Each step a lesson to be learned,  
A challenge, if you may,  
An invitation to succeed  
Through knowledge, day by day.

The path is long and straight before,  
And time is not to waste;  
For never shall the clocks reverse,  
Nor shall mistakes erase.

Thus time well spent and fortitude,  
As every step you weigh,  
Attain the goal for which you strive—  
Let nothing bar your way.

AMES VICTORY (Victory Carriers), Oct. 31—Chairman, K. A. Helleman; Secretary, D. M. Woods. No beefs reported. Some disputed OT in engine and steward departments. Vote of thanks extended to the ship's delegate, deck, engine and steward delegates.

MERRIMAC (Merrimac Transport), Nov. 21—Chairman, S. Homko; Secretary, L. P. Hegemann. Ship's delegate reported everything running smoothly. Repair list submitted this trip will be handled as soon as possible. Some disputed OT in engine department.

MONTPELIER VICTORY (Victory Carriers), Dec. 9—Chairman, J. Lewis;

Secretary, W. T. Langford. Discussion on mattresses which were to be ordered and so far nothing has been done about same. Ship's delegate reported that ship will pay off in Delaware City and for replacement list to be turned in as early as possible. No beefs reported by department delegates. Motion made that no crew member pay off until all beefs are settled satisfactorily. Washing machine to be repaired.



VENORE (Venore), Nov. 28—Chairman, James Harmon; Secretary, An-

draw Hemphill. Ship's delegate reported vote of thanks to crew for cooperation. Some disputed OT in deck and engine departments. Vote of thanks to baker and steward department. Vote of thanks to ship's delegate Brother Bennie Lowdarback.

PAIRISLE (Pan Oceanic), Aug. 22—Chairman, J. Wetanski; Secretary, V. Douglas. No beefs reported by department delegates. Brother G. Litchfield was elected to serve as new ship's delegate. Fans are to be obtained in Long Beach. Also see about fixing crew's showers.

STEEL ROVER (Isthmian), Dec. 12—Chairman, Orsata Vola; Secretary, T. Faulkner. \$20.25 in ship's fund. No beefs reported by department delegates. Brother Orsata Vola was elected to serve as new ship's delegate. Water tanks used for drinking water needs cleaning. Crew is requested to keep library clean.

The ship's meeting aboard the Thelis (Rye Marine) began with a discussion about unionism and its practices. All crew members agreed that, since the SIU has stuck by their rank and file, the members should also make a point to be loyal to the Union. Brother J. E. Cline was re-elected as ships delegate and also given a solid vote of confidence, according to Meeting Chairman Dave Barry. Both the delegate and the steward department were awarded vote of thanks.



Barry

A discussion on the crew-financed movie projector and film was an important topic at the meeting aboard the Brigham Victory (Bloomfield Steamship Company), according to Meeting Chairman Albert Bourgot. Each brother tossed in \$17 which added up to a grand total of \$300 to be used for new reels. The film will be collected when the ship hits Long Beach, California.



Bourgot

for new reels. The film will be collected when the ship hits Long Beach, California.

Know Your Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls.

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union.

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

October 31—Chairman, Herbert P. Knowles; Secretary, Paul L. Whitlow. Some disputed OT in deck department, otherwise all is running smoothly.

WARM SPRINGS (Columbia), November 19—Chairman, L. M. Kelly; Secretary, Alfred Bertrand. No beefs reported by department delegates.

STEEL SEAFARER (Isthmian), November 23—Chairman, E. Riley; Secretary, Henry Bilde. Motion made to accept new contracts.

STEEL SEAFARER (Isthmian), November 19—Chairman, Wm. Hand; Secretary, Steve Kolina. Two men missed ship in Spain. No launch service in two ports.

DIGEST of SIU SHIP MEETINGS

THETIS (Rye Marine), November 14—Chairman, Dave Barry; Secretary, R. L. Morrow. Brother J. E. Cline was re-elected to serve as ship's delegate.

STEEL DESIGNER (Isthmian), November 7—Chairman, A. Anderson; Secretary, P. Colonna. \$29 in ship's fund. No beefs reported by department delegates.

SEATRAN SAVANNAH (Seatrains), November 28—Chairman, H. Serrano; Secretary, F. Apona. No beefs reported by department delegates.

STEEL RECORDER (Isthmian), November 3—Chairman, William Horne; Secretary, Angel Seda. \$250 in ship's fund. Everything is running smoothly.

COUNCIL GROVE (Cities Service), November 9—Chairman, J. Chianese; Secretary, None. No beefs reported by department delegates.

RAPHAEL SEMMES (Sea-Land), November 8—Chairman, None; Secretary, None. Brother Evans was elected to serve as new ship's delegate.

BRIGHAM VICTORY (Bloomfield), November 8—Chairman, Albert Bourgot; Secretary, Stephen H. Fulford. \$20 in ship's fund to be used for movie projector parts.

DELAWARE (Bulk Transport), October 31—Chairman, Roland A. Wiman; Secretary, H. F. Munzert. Brother A. Roy was elected to serve as ship's delegate.

DEL MONTE (Delta), December 6—Chairman, Howard Manz; Secretary, Albert G. Espenada. No beefs reported by department delegates.

FAIRPORT (Waterman), November 12—Chairman, John Cisiecki; Secretary, Joseph N. Rioux. All repairs taken care of. No beefs reported by department delegates.

FAIRISLE (Panoseanic), November 28—Chairman, Joseph Walanski; Secretary, George Litchfield. Ship's delegate thanked crew for their cooperation.

DEL NORTE (Delta), November 29—Chairman, Robert Callahan; Secretary, Bill Kaiser. \$28 in ship's fund and \$394 in movie fund.

STEEL ARCHITECTY (Isthmian), November 29—Chairman, Edward Riley; Secretary, Roy R. Thomas. Motion made to accept new contracts.

KYSKA (Waterman), November 28—Chairman, Mann; Secretary, Weger. Few hours disputed OT in engine department.

Schedule of Membership Meetings

SIU-AGLIWD Meetings
New York Feb. 7-2:30 p.m.
Philadelphia Feb. 8-2:30 p.m.
Baltimore Feb. 9-2:30 p.m.
Detroit Jan. 14-2:30 p.m.
Houston Jan. 17-2:30 P.M.
New Orleans Jan. 18-2:30 P.M.
Mobile Jan. 19-2:30 P.M.
Wilmington Jan. 17-2 P.M.
San Francisco Jan. 19-2 P.M.
Seattle Jan. 21-2 P.M.

Great Lakes SIU Meetings
Detroit Jan. 17-2 P.M.
Alpena Jan. 17-7 P.M.
Buffalo Jan. 17-7 P.M.
Chicago Jan. 17-7 P.M.
Cleveland Jan. 17-7 P.M.
Duluth Jan. 17-7 P.M.
Frankfurt Jan. 17-7 P.M.

GREAT LAKES TUG AND DREDGE REGION
Detroit Jan. 10-7:30 P.M.
Milwaukee Jan. 10-7:30 P.M.
Chicago Jan. 11-7:30 P.M.
Buffalo Jan. 12-7:30 P.M.
St't Ste. Marie Jan. 13-7:30 P.M.
Duluth Jan. 14-7:30 P.M.
Cleveland Jan. 14-7:30 P.M.
Toledo Jan. 14-7:30 P.M.

SIU Inland Boatmen's Union
Philadelphia Feb. 8-5 P.M.
Baltimore (licensed and unlicensed) Feb. 9-5 P.M.
Houston Jan. 10-5 P.M.
Norfolk Feb. 10-5 P.M.
New Orleans Jan. 11-5 P.M.
Mobile Jan. 12-5 P.M.

RAILWAY MARINE REGION
Jersey City Jan. 10-10 A.M. & 8 P.M.
Philadelphia Jan. 11-10 A.M. & 8 P.M.
Baltimore Jan. 12-10 A.M. & 8 P.M.
Norfolk Jan. 13-10 A.M. & 8 P.M.

United Industrial Workers
New York Feb. 7-7 P.M.
Baltimore Feb. 9-7 P.M.
Philadelphia Feb. 8-7 P.M.

Houston Jan. 10-7 P.M.
Mobile Jan. 12-7 P.M.
New Orleans Jan. 11-7 P.M.
\* Meeting held at Labor Temple, Newport News.
† Meeting held at Labor Temple, Spaul Sta. Marie, Mich.
‡ Meeting held at Galveston wharves.

Directory Of UNION HALLS

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TAMPA, Fla. 312 Harrison St. Tel. 229-2788
WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2528

SIU Arrivals

Warren Scott Ellis, born October 5, 1965, to the Fines A. Ellis, Kreole, Miss.
Randall M. Cane, born October 16, 1965, to the William M. Cane, Genoa, Ohio.
Deborah Mercer, born October 3, 1965, to the James F. Mercers, Glen Ellyn, Ill.
Sharon Denise Mallory, born October 22, 1965, to the Grady Mallorys, Mobile, Ala.
Peter Jay Olson, born November 18, 1965, to the Floyd D. Olsons, Duluth, Minn.
Sandra Joy Baxter, born October 30, 1965, to the Bradley A. Baxters, New Orleans, La.
Yzamar Velez, born June 23, 1965, to the Porfirio Velez, Rio Piedras, P.R.
John Robert Smith, born November 14, 1965, to the Robert L. Smiths, Manistique, Mich.
Dorothy Carey, born April 23, 1965, to the Thomas E. Careys, Brooklyn, New York.
Katherine Skendelas, born September 18, 1965, to the Gus Skendelas, Seattle, Wash.

PERSONALS and NOTICES

Friends of Russell Lund Russell Lund would like very much to keep in touch with his old Seafaring buddies Oscar Sorenson, Thad DeLoach, Oscar Blain and Robert Riveria. He requests they send their addresses to him as soon as possible at 931 Cecelia Drive, Glen Ellen, California.
William "Bill" Shea Your Mother would like very much to hear from you at 65 Frady Apt. 175, East Boston, Massachusetts.
John Wesley Smith S-1119 Your Mother, Mrs. Alta M. Smith of 35 Station Road, Salem, Massachusetts, would like you to contact her.
Edward P. Marsh PB-30657 Mrs. M. T. Judge of 207 Ryland Lane, Mobile, Alabama, 36607, is seeking your whereabouts.
Philip Korol K-456 Would you contact your sister, Mrs. Marie DeCarlo, at 1371 East 15th Street, Brooklyn, New York 11230.
Philip Rubish It has been requested that you contact Mr. William H. Engelman, attorney for James C. Mitchell, at 1845 Maryland National Bank Building, Baltimore, Maryland 21202.
Jose M. Gomez Your address is being sought by your wife, Mrs. Olga L. Gomez, 19 Windwardside, Saba, The Netherlands Antilles.
Epifanio Rodriguez Your current address is being sought by the Selective Service System, Local Board Number 1, 346 Broadway, New York, N.Y. 10013.
Friends of Laurence Roy Edwards Would anyone knowing the whereabouts of Laurence Edwards please contact Mrs. Violet Edwards, 12463 Cedar Road, Apt. C, Cleveland, Ohio 44106.
Julio Valentin It is very important that you contact Juan Sanchez, D-28 Los Angeles, Loiza Station, Santurce, Puerto Rico.
Vincent Stankiewicz Please get in touch with Mrs. Virginia Duld at Route 1, Box 92, Meadows of Dan, Virginia, 24120.
Tax Refund Checks Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, California: Alexander Ansaldo, Orla S. Bushold, Hans J. L. Pedersen (2) and Potenciano Paculba.
John F. Williams Your address has been requested by Louis G. Neumann, 1111 San Jacinto Building, Orleans at Fannin, Beaumont, Texas.
Herman W. Girard Bertha B. Griffin, your sister, would like to hear from you at 136 East Avenue 41, Los Angeles, California, 90031.

## FOR SEAFARERS IN ENGINE DEPARTMENT

# Upgrading to Engineer's License

Seafarers sailing in the engine department—here is your chance to get your engineers license.

If you are nineteen years of age or over and have three years of engine department watch standing time, you can qualify immediately to train for an engineer's license at no cost under a program offered by the SIU's Harry Lundeberg School of Seamanship.

The first class will get underway on February 1st. Applicants will be able to begin receiving instruction at any time after that date.

You will be provided with meals, hotel lodging and subsistence payments of \$110 per week while you are in training and will be able to ship as engineer immediately upon obtaining your license.

The period of instruction will range from 30 to 90 days and will be determined by the mem-

bers' individual ability and knowledge and the instructors satisfaction of his readiness to take the exam.

As a result of a reciprocal agreement with Marine Engineers Beneficial Association, District 2, you will receive full credit and complete protection for all of your pension benefits that you have built up under the Seafarers Pension Plan. In addition, your SIU pension will be supplemented by the MEBA, District 2 Pension Plan in approximately an equal amount while you are sailing as an engineer. Your welfare benefits will also be completely covered.

Seafarers who sail aboard MEBA District 2 contracted ships, upon obtaining their licenses, shall not be required to pay the MEBA \$1,000 initiation fee, and they will not be required to drop their SIU membership if they do not wish to do so.

All SIU men who now possess engineer's licenses in any rating and who are not sailing on their licenses because they wish to protect their SIU pension and welfare benefits, are eligible for immediate shipping on their licenses with full protection of pension and welfare benefits, as well as protection of all other benefits and security provided in this program.

Training will be provided in the School of Marine Engineering operated by MEBA District 2 for the purpose of training qualified unlicensed personnel and to enable licensed engineers to upgrade their present licenses.

The training school is located opposite SIU headquarters in Brooklyn.

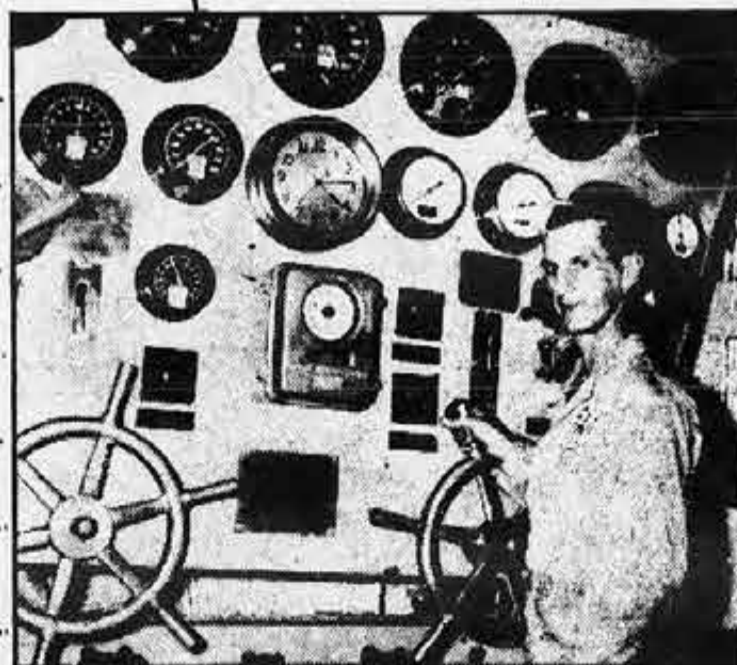
Get details and applications at any SIU hall or by writing to SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232.

Make your application now.

### HARRY LUNDEBERG SCHOOL of SEAMANSHIP

APPLICATION FOR TRAINING FOR ENGINE DEPARTMENT LICENSE

Name:..... Z Number:.....  
Book No.:.....  
Address:.....  
Date Joined SIU:..... No. Years Seetime:..... Years in Engine Dept..  
Watch Standing Time..... Time as Day Worker, Except Wiper.....  
Ratings:.....  
Signature



## APPLY NOW!