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# SEAFARERS LOG

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



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# SIU-Contracted Companies Allocated Ten Reserve Fleet C-4 Troopships

WASHINGTON—SIU contracted companies will operate 10 of the 15 C-4 type reserve fleet troopships recently allocated by the Government for conversion to break bulk dry cargo and heavy lift cargo ships for charter to MSTs to serve in the Vietnam sealift.

Of the SIU contracted companies named by the Government, Isthmian Lines and Waterman Steamship were allocated three ships each, Hudson Waterways received two ships, and Consolidated Mariners and Bulk Transport received one ship each.

The 15 just-released vessels are part of a group of 25 troopships offered by the Government to unsubsidized operators last August under the Ship Exchange Act. The 10 remaining vessels have been withheld at the request of the Navy pending completion of studies on the advisability of converting them to containerships.

Although only 25 C-4 type troopships were slated for allocation to American-flag commercial operators last August, the Maritime Administration received bids from 27 companies submitting proposals to convert 87 C-4s.

The recently released World War II built troopships are 523-foot, 15,000-ton steamships with a rated speed of 17 knots. Under terms of the exchange, they will be converted, equipped with heavy lift cargo handling gear of a type specified by the Navy Department, and are to be offered to MSTs for charter after conversion.

Under present plans, conversion of the two vessels allocated to SIU-contracted Hudson Waterways will include 200-ton booms and 50-ton rolling gantries. A 62-foot midbody will increase cubic capacity of the vessels. Dollies will be fitted for moving 200-ton lifts forward.

On all breakbulk conversions, plans call for some reduction in the number of holds with a corresponding increase in their size. All will have heavy lift booms serving one or more of the large holds with the remainder served by booms ranging from five to 25 tons.

Isthmian plans to convert its

three newly-allocated troopships to container vessels and make three ships of its present fleet available for charter to MSTs within three months. Under terms of the exchange agreement, companies have one year to complete conversion of the troopships and make them available for MSTs charter. The new Isthmian ships will become container vessels capable of transporting 400 standard 20-foot containers and breakbulk in small end hatches by 10-ton booms. Containers will be handled by terminal cranes.

Isthmian plans to use the containerships after conversion in service from the East Coast to Hawaii.

Conversion of the troopships into commercial type heavy-lift breakbulk dry cargo ships is ex-

pected to cost between \$4 million and \$5.5 million, depending on the type of conversion.

Commenting on the 15 recently released vessels, Acting Maritime Administrator James W. Gulick noted, "These are the best ships left in the reserve fleet for conversions of this type and we shall be glad to have them in operation serving our nation, defense and trade."

The three ships allocated to Waterman are the Gen. M. B. Stewart, Gen. H. F. Hodges, and Gen. J. H. McRae. Isthmian will get the Gen. Stuart Heintzelman, Gen. C. C. Ballou, and Gen. W. G. Hann. Hudson Waterways gets the Marine Adder and Marine Lynx; Consolidated Mariners the Gen. S. D. Sturgis; and Bulk Transport the Marine Phoenix.

## SIUNA-Affiliated Oil Workers Take Part

### Joint West Coast Union Committee Plans Action Against Standard Oil

SAN FRANCISCO—A strike vote and boycott action against Standard Oil of California has been called for by a committee of unions, including the SIUNA-affiliated International Union of Petroleum Workers, who represent the overwhelming majority of the giant company's employees.

The strike vote and boycott action was requested after company representatives walked out on SIUNA-affiliated IUPW negotiators because representatives of other Standard Oil employee unions were present at the meeting. Company negotiators also walked out of a session with the Richmond Lodge 824 of the Machinists with a similar excuse.

The committee has also called for a conference of all unions having contracts with major producers of petroleum products for the purposes of coordinating their collective bargaining efforts in current negotiations as well as in future contracts in the industry. The conference is to be held at Tulsa, Oklahoma, on December 17th and 18th.

The initial meetings of the United Union Coordinating Committee discussed matters dealing primarily with Standard Oil negotiations, but future meetings will take up problems in the entire industry.

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

The SIUNA-IUPW and Machinists' Lodge 824 announced plans to file unfair labor practice charges against the Company with the National Labor Relations Board.

At the Los Angeles meeting of the union coordinating committee at which the strike vote and boycott action were asked, the committee also urged a December 31 deadline after which Standard Oil

contracts would be considered terminated, opening the way for action against the company unless it comes up with a satisfactory offer before that time.

The unions are seeking wage increases, a company financed Health and Welfare Fund, increased job security, the union shop, and elimination of wage, retirement and vacation inequities.

Standard Oil of California has forced unions representing its employees to take boycott action several times in recent years.

The SIUNA-IUPW declared and enforced a boycott of Standard of California products in 1962. In late 1964 the Oil, Chemical and Atomic Workers and other unions declared a similar boycott because of the firm's refusal to match settlements in the rest of the oil industry. After three months the Company agreed to satisfactory terms and the boycott was cancelled.

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

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

## Report of International President

by Paul Hall



The recent release of C-4 type troopships from the U.S. reserve fleet for conversion to break bulk dry cargo and heavy lift cargo ships comes as a bit of good news both for the maritime industry and for the nation as a whole. Although they are old, World War II-built tonnage, they will still serve to upgrade the American-flag merchant fleet somewhat and will aid immensely in meeting the demands of the Vietnam sealift.

The release of the latest batch of reserve vessels also brings out another interesting fact however. When the Government announced last August that 25 C-4 troopships would be released under the vessel exchange program, bids were requested from American operators who wanted to trade in older tonnage to get the C-4s for conversion.

Twenty-seven U.S.-flag companies responded, submitting proposals to convert a total of 87 C-4s.

Since the cost of converting these vessels is estimated at between \$4 million and \$5.5 million depending on the type of conversion undertaken, it is obvious that U.S. operators are willing and even anxious to invest in the upgrading and modernization of their fleets.

The SIU and other maritime unions have repeatedly called for a new maritime policy through which the Government would live up to its lawful responsibility of assuring the nation of a merchant marine adequate to its trade and security needs. Such a policy would also assure American-flag operators of a reasonable return on the investment of new capital in the industry.

A firm policy is needed, one that would end the vacillation and drift which has characterized U.S. maritime policy in the past. Strict adherence to the intent of the 1936 Merchant Marine Act and of the 50-50 and Cargo Preference laws is essential.

Fulfillment by the Government of its obligations to maritime under U.S. law would provide a healthy atmosphere in which the industry could once again prosper and grow.

The recent action of the Intergovernmental Maritime Consultative Organization in approving U.S. recommendations for more stringent safety regulations applying to passenger vessels is an encouraging development in the campaign supported by the SIU and other maritime unions to stiffen the laws regulating such vessels.

The need for more stringent safety regulations was made overwhelmingly clear by the disastrous fires at sea that claimed the Lakonia, Yarmouth Castle and Viking Princess—all old, foreign flag passenger vessels—at a cost of almost 200 lives, many of them American.

None of these ships could have met U.S. safety standards, but since they flew the flags of foreign nations they could call, if they wished, at U.S. ports to take aboard American passengers.

Under prodding by various interested groups in the United States, including American maritime labor, Congress acted to bar such vessels from picking up passengers in U.S. ports unless they met U.S. safety standards.

With these new safety standards in effect worldwide, perhaps we can look forward to a day when there will be no more floating firetraps on the high seas.

## Steel Designer Severely Damaged In Manila Mishap; No Seafarers Hurt

MANILA—No Seafarers were injured in a recent collision in Manila harbor in which the SIU-manned Steel Designer suffered extensive damage.

In a letter to the LOG, Seafarer Bob Clarke, who witnessed the collision from the Designer's deck, described the incident.



Photo submitted to LOG by crewmembers Bob Clarke and Stanley Cieslak shows the extensive damage suffered by Steel Designer in Manila collision. The man in picture was not identified.

The Designer was leaving Manila on a voyage to Saigon late on the morning of October 26, Clarke said, when she was involved in the collision with a vessel identified as the Brookville. The Designer was rammed on the starboard side, opening a gash in the Number 2 Hold from the deck to well below the waterline.

Although the Designer took on quite a bit of water in the Number 2 Hold, the vessel remained under control and was in no danger of sinking.

According to Seafarer Clarke, "We took on water but were very lucky that it was not in Number 3 Hold. Everyone said the ship might have sunk if it were."

Cargo was discharged from the Number 2 Hold and temporary repairs were made at Manila. The ship was then slated to proceed to Hong Kong for permanent repairs.

Clarke commented that the Designer crew has been on articles for about three months now and with the collision and necessary time out for repairs it looks like the voyage will take about five-and-a-half months to complete.

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# SIU Welfare, Vacation Plans Pay \$75 Million In Benefits

NEW YORK—SIU members and their dependents have collected a total of over \$75.2 million in welfare and vacation benefits since the inception of the Seafarers Welfare and Vacation Plans. The \$75.2 million total was reached at the end of October, 1966.

Since 1950, when the plan was organized, over \$30 million has been paid out in hospital, death, disability, maternity, dependent, optical and out-patient benefits.

The SIU Vacation Plan, which went into operation in February, 1952 has provided Seafarers with more than \$44.2 million in benefits in the past 14 years.

### Pays For Hospital Expenses

Since the Union Welfare Plan was organized, a total of \$5.4 million has been paid out to SIU members and their dependents for hospital expenses and \$1.4 million for maternity costs.

The welfare plan has also paid out more than \$2.5 million in out-patient benefits and \$6.7 million in disability benefits.

In addition, over \$7 million in dependents benefits has been paid out since the Welfare Plan was established.

Death benefits to the survivors of departed Seafarers have amounted to more than \$7.4 million.

Among typical medical services covered by the Welfare Plan are hospital expenses, including room, board and extras, blood

## SIU Inland Boatmen Maintain Firm Stand In Baltimore Strike

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

The two sides have not been face to face since Nov. 16th, when mutual confrontation with a Federal mediator lasted just one hour before the companies walked out on the Union committee.

According to SIU Vice President Robert A. Matthews, who is coordinating strike action with SIU Vice President Earl "Bull" Shepard, "The union is prepared to meet anytime, anywhere, on short notice even, to discuss the issues."

### Demand "Layoff Notice"

The union's major demand is for the companies to provide 24-hour notice before layoff. "We're fighting," explained Matthews, "for conditions to be as good here in Baltimore as they are for our men working in Philadelphia for Curtis Bay."

With 160 tugboat personnel idle, no tugboats in the Port of Baltimore region are assisting in any docking or undocking procedures, except for SIU-IBU members, who continue to dock and undock, without pay, MARAD-certified military cargo vessels bound for Viet Nam.

The three struck tugboat companies are the Baker-Whiteley Towing Co., the Baltimore Towing and Lighterage Co., and the Curtis Bay Towing Co.

transfusions, as well as surgical and maternity benefits.

The \$75,296,974.93 sum paid out in benefits under Welfare and Vacation Plans since 1950 does not represent the total assistance which Seafarers and their families received from these plans. The total value of Welfare benefits is considerably higher, since the cost of scholarship payments, meals, books, training facilities and medical examinations for SIU members and their dependents have not been included in the \$75 million figure.

The Seafarers Welfare Plan is maintained entirely by employer contributions, based on man-days worked.

The Plan is administered by a Board of Trustees consisting of an equal number of Union and employer representatives.

## Right Wing Begins New Campaign For Legislation Banning Union Shop

WASHINGTON—A new right-wing drive to outlaw the union shop in additional states is under way, spurred by conservative gains in a number of legislatures which the National Right to Work Committee says has put "new steam" behind its campaign.

At a closed door meeting in Oklahoma City, top officials of the national "work" organization met with the leadership of Oklahomans for Right to Work, an organization which maintained its full-time headquarters even after the state rejected a constitutional amendment to ban the union shop in a 1964 referendum.

The "right-to-work" coalition, ranging from conservative, small businessmen to radical right extremists, was making noises also in such perennial battlegrounds as Idaho, New Mexico, Montana and Delaware. And the national committee publicly identified as targets a group of big industrial states including California, New York, Pennsylvania, Illinois, Massachusetts and Missouri.

### Indiana Junked R-T-W

Indiana is the only northern industrial state which ever succumbed to a "right-to-work" law, and that was a short-lived experiment which was repealed early in 1965. Nor does the "work" committee claim a majority in any of the big state legislatures.

"New right-to-work laws will not be passed overnight in these states," the committee readily concedes. But it claims that the election returns and the failure of the 89th Congress to repeal Taft-Hartley's Section 14(b) have boosted "the long-range prospects" for outlawing what its propaganda calls "the compulsory union shop." That's the phrase it uses to describe the right of workers and employers to negotiate a union shop agreement.

Moving away from the defensive at the congressional as well as the legislature level, the "work" committee claims that the election also "paved the way for serious consideration of federal laws to restrict compulsory unionism."

### Maritime Legislation to Be Discussed

# MTD Calls Legislative Conference For Dec. 20 in Nation's Capital

WASHINGTON—The AFL-CIO Maritime Trades Department will sponsor a special legislative conference at the Statler-Hilton Hotel here on Tuesday, December 20th, it was announced today by Paul Hall, president of the AFL-CIO Maritime Trades Department, and Teddy Gleason, president of the International Longshoremen's Association AFL-CIO and chairman of the MTD Maritime Legislative Committee.

The Maritime Trades Department consists of 34 international unions representing seven million members with 700,000 engaged in the maritime trades.

Hall and Gleason said that the purpose of the conference will be to provide a forum in which representatives of Maritime Labor, the Maritime Industry, the Congress and the executive branch agencies of the government can express their views regarding the need for new maritime legislation during the forthcoming session of Congress.

They added that they expected the principal attention to be directed to the possibility of having the maritime administration reconstituted as a completely independent and autonomous federal agency.

During the last session of Congress, Maritime Labor, along with various segments of maritime management, was successful in having the maritime administration excluded from the new Department of Transportation proposed by President Johnson.

However, at present the Maritime Administration remains in the Department of Commerce, and it is the feeling of Maritime labor, as well as a broad segment of the industry, that the American Merchant Marine, which has drastically declined since the end of World War II, can be restored to its proper position of size, strength

and prestige only by having the Maritime Administration removed from commerce and reestablished as an independent agency.

Meanwhile, Peter M. McGavin, executive secretary treasurer of the MTD, announced that invitations to attend the conference have been sent to more than 500 representatives of labor, management and the government, and that arrangements are being made for speakers from labor and the government, as well as from every segment of the maritime industry.

McGavin also noted that the conference will signal the start of a greatly expanded program of MTD activity for 1967, including the publication of an enlarged MTD monthly magazine and weekly luncheon meetings as well as a monthly seminar, in which representatives of labor, management and the government will be invited to participate.

## 3 More Seafarers Licensed As Engineers; Total Now 108

Three more Seafarers have passed the U.S. Coast Guard examinations and have been issued their engineer's licenses after attending the training school jointly sponsored by the SIU and District 2, of the Marine Engineers Beneficial Association. A total of 108 Seafarers have now received engineer's licenses as a result of the joint program.

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

Based on past experience, and the fact that the SIUNA affiliated Marine Firemen on the West Coast have started their engineer's upgrading program, it is estimated that the SIU will supply between 400 and 500 licensed engineers in the coming year.

Those SIU men who passed their Coast Guard examinations

are 19 years of age or older and have 18 months of QMED watch standing time in the engine department plus six months' experience as wiper or equivalent.

The joint SIU-MEBA District 2 upgrading school offers Seafarers and Engineers qualified instruction in preparing for their Third Assistant Engineer, Temporary Third Assistant Engineer or Original Second Engineer's licenses in either steam or motor vessel classifications.

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



Novak



Schopfer



Cabrera

this week and were licensed as Third Assistant Engineers were:

Kuno Schopfer, 50, who has sailed as a junior engineer, pumpman, FWT and electrician since joining the SIU in New York nine years ago.

Raoul Cabrera, 49, who has been a member of the SIU since 1953 and shipped out as an oiler, FWT and engine utility man.

The newly-licensed Second Assistant Engineer is:

Stanley Novak, 36, who joined the SIU in 1950 and sailed as a fireman-oiler, water tender.

Seafarers who enroll in the program are eligible to apply for any of the upgrading courses offered at the Engineers School if they

### SIU Xmas Parties Set for All Ports

SIU members and their families are reminded that the traditional Christmas Day dinners and parties will be held again this year in all SIU ports.

Information regarding the time and place of the celebration can be obtained from any SIU office.

Again this year, SIU representatives will visit Seafarers in the hospitals to present each of them with a \$25 cash payment and a carton of cigarettes.

# World Maritime Nations Okay New Passenger Ship Safety Measures

World maritime nations meeting in London have approved broad safety measures against risks of fire aboard passenger line and pleasure cruisers, despite total lack of support from a dozen nations on hand from the Soviet bloc.

The conference of the Intergovernmental Maritime Consultative Organization, a United Nations agency, gave approval to new safety regulations based largely on proposals pressed forward by the United States delegation.

The new fire safety measures for passenger ships define structural, wiring, and fire prevention standards on all ships, whether old or new. The convention voted for the recommendation that wiring standards also be adopted by freighters.

Also, the new law provides that all new ships install automatic closures for ventilation systems and remote closure devices for fire doors. A method of controlling fire main pressure outside the engine room and a special alarm for crew quarters also were recommended.

As a result of these incidents, the 89th Congress passed legislation barring from U.S. ports any foreign-flag vessels failing to comply with the 1960 provisions of the safety-of-life-at-sea convention. The Congressional law goes into effect after Nov. 2, 1968.

The latest IMCO gathering still must resolve technical aspects of its regulations and is considering

other safety recommendations as well.

Three congressional observers were among the 12-man U.S. delegation headed by William K. Miller, director of the Office of Maritime Affairs in the Department of State.

The congressmen were Representatives Garmatz (D., Md.), chairman of the House Merchant Marine and Fisheries Committee; Clark (D., Pa.) also of the Merchant Marine committee; and Paul Rogers (D., Fla.).

The Communist bloc nations that almost prevented passage of the new safety measures, urged primarily by the U.S., did so by abstaining from the vote, on which a two-thirds majority was required. An abstention therefore gave weight to the "no" votes.

The aligned Communist nations were the Soviet Union, Poland,

Yugoslavia, Cuba, Czechoslovakia, Bulgaria, Indonesia, Algeria, Ghana, India, Kuwait, and the United Arab Republic.

Greece, Spain and India, each with a number of old ships registered under their flags, voted against every safety proposal.

Representative Garmatz termed this style of voting "a callous and mercenary approach to the passenger and cruise ship business." The U.S. Congress, he asserted, "would not tolerate such indifference to safety at sea."

However, Garmatz emphasized that he was "gratified that most member nations realize the importance of modernizing their safety standards. Such actions clearly demonstrate their sense of responsibility and their sincere desire to protect innocent passengers from the horror and the tragedy of a fire at sea."

## AFL-CIO Organizing Gains in 1966 Continue 3-Year Success Pattern

AFL-CIO unions broke all recent yearly records for organizing success in fiscal 1966.

For the year ended last June 30, affiliated unions won 3,159 representation elections conducted by the National Labor Relations Board—the highest number in 13 years—and took part in 5,461 elections, also the greatest number for the period.

The percentage of wins was 57.8, highest since fiscal 1956.

As a result, AFL-CIO unions were certified as bargaining agents for 243,994 workers—the highest such number in seven years.

The fiscal 1966 figures were assembled from monthly NLRB reports by the AFL-CIO Dept. of Organization, which noted that they followed sharp gains in 1965 and 1964 in every category—the number of elections, number won, percentage of elections won, and number of persons covered. In fiscal 1964, affiliated unions had established a post-merger record for the number of persons newly represented, and compiled the second best score for the number of elections participated in and the number won, the analysis showed.

Organizing Department Director William L. Kircher said the record constituted "a three-year demonstration that AFL-CIO unions are organizing more, and are organizing more effectively."

## SIU Bosun Renny Retires On Pension



Seafarer Winston Renny (right) receives his first pension check from New York Port Agent Leon Hall. Brother Renny, who sailed Bosun, was born in British West Indies. He joined Seafarers in 1938 in New York City, where he makes his home.

## Poland To Build 45 Vessels For Soviet Union

The Soviet Union signed another giant shipbuilding order recently, this time with Communist Poland, calling for the construction and delivery of 45 vessels totalling 554,000 deadweight tons.

This contract alone, one of the largest single peace-time contracts ever drawn for merchant ship construction, is almost equal to all the tonnage that is currently being built by the United States on a commercial basis.

It brings to 606 the total number of ships now on order by the Soviet Union. The contract with Poland will, in just four years, add to the Russian fleet twenty dry cargo ships, nine tankers, seven ore carriers, and nine research oceanographic ships.

At the present pace of its shipbuilding program, Russia may well be able to control freight rates on the high seas as well as to determine the movement of the major portion of world cargoes.

## SIU Pension Benefits Increased to \$175

Retired Seafarers are now receiving monthly pension benefits of \$175 as a result of recent action by the Seafarers Pension Plan Board of Trustees. The increase in monthly pension benefits from \$150 to \$175 became effective on Oct. 1, 1966.

Since the inception of the plan, approximately 1,400 Seafarers have retired on SIU pensions. Since its establishment, the pension plan has paid out a total of almost \$7 million.

## The Atlantic Coast



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

An answer to some critics who claim the labor movement is losing its organizing momentum is supplied in the organizing totals of 1966 which show that AFL-CIO unions have broken all recent records for organizing success.

Affiliated unions won a greater percentage of National Labor Relations Board elections this past year than they had since 1956. As a result, nearly a quarter-of-a-million workers won the right of collective bargaining by joining the AFL-CIO ranks.

There remain many more areas for the labor movement to organize, so this isn't any time to sit back and relax. Thousands of workers remain exploited. They're not compensated for their skills as workers and need the protection of a union to stop the unfair treatment that they have been forced to accept by unscrupulous employers.

### New York

Just returned from Viet Nam off the Express Virginia is Antonio Diaz, who'll pass some time on the beach before taking his next ship, Harry "Happy" Harper, who has been sailing SIU for 27 years, has been about the beach these past few weeks following pay off on the Western Hunter.

### Boston

A number of seasoned SIU men have been by the union hall lately. Thomas Brennan, who last sailed as AB on the R/V Anton Bruun, was congratulated by the Brothers on his marriage that took place in Chile, one of the spots where the Anton Bruun held over. Tommy says that marriage is the best contract he ever made. Messman Munroe Hall last shipped on the Norfolk and is now waiting for what he's sure will be a very interesting trip on a research vessel. Munroe is a 25-year SIU-er looking forward to the change of a research expedition. William Stewart, who last served as wiper on the Keva Ideal, is waiting for his FFD and he'll be ready to grab the first wiper's job to hit the board.

### Philadelphia

Happy to report that shipping in the Port of Philadelphia has picked up in the last 2 weeks and we're hoping for the momentum to be maintained.

Fred Israel, who has been with the SIU for 21 years, just wound up a few relaxing months at home and is ready to go again, either as bosun or AB.

C. Szymanski also passed some time at home after his last stint aboard the Lynfield Victory as chief cook. He's registered and ready to go again at any time.

Walter Cressman, who sails in the black gang, will stay in port for the holidays before shipping out again.

William Sladko enjoyed the summer months at home. He's registered now and is looking for a job as FWT aboard the Henry.

### Baltimore

While shipping has been good for the past two weeks, we're even more optimistic about prospects for the next two. Presently tied up with new crews are the Almar, the Losmar, the Ohio and the Maine. There's no report yet on when these'll crew. But during the past two weeks things were hopping as we paid off 5, signed on 3, and had 3 ships in transit.

James H. Hayes and Nick Mu-

tin, both on SIU pensions, stopped by lately to see some old friends. Hayes sailed the deck department for a solid 22 years. He says the SIU is the best thing that ever came his way, for without his SIU pension he "just wouldn't know what to do." Mutin sailed steadily in the steward department for about 20 years until he retired. Another Seafarer seen around the Union lately is Paul Huggins, who sails in the engine department with 22 years of experience behind him. Recently, Huggins paid off the Alcoa Trader after returning from a run to the Persian Gulf. He's taking a few weeks off before hustling aboard the first ship to come up.

### Puerto Rico

After 6 months on the Elizabethport, which made two trips



Harper

Diaz

to Okinawa, Bob Lasso is back on the island, taking in some of the Puerto Rico sunshine before shipping out again.

Julio Ruiz, just off the Alcoa Runner, signed on almost immediately for another voyage, this one aboard the Fairland.

One of our neighboring islands, St. Thomas, was the scene of some supermarket picketing recently by the "Let's Pay Less Committee," echoing those sentiments expressed by statesiders.

The U.S. Congress in 1967 will probably consider a Puerto Rico Statehood bill. Justo Mendez, chairman of the Statehood Republican Party's executive committee, has predicted that more than 20 Congressmen will sponsor the statehood for Puerto Rico bill.

### Norfolk

Although there have been no payoffs or sign ons during the past period, 10 ships have been in transit.

Prescott Spinney, a SIU pensioner, is seen around the hall daily shooting the bull with his fellow Seafarers at the Union cafeteria.

John Harris, a 19-year SIU man who last shipped in the steward department aboard the Duval, is spending the holiday period with his family and will be ready to ship again shortly afterward.

Frank Shackelford's been sailing SIU for the past dozen years and recently had an interesting voyage as steward aboard the Alice Brown, which he paid off after its return from Viet Nam. Frank's registered once more, looking for another steward's job.

Another 12-year SIU man, Dallas Newsome, was sailing as oiler aboard the Globe Carrier when he had to leave the ship for hospitalization. Dallas' buddies are all hoping for his speedy recovery.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



All candidates and issues backed by the Maritime Trades Council of Greater New Orleans and Vicinity, AFL-CIO enjoyed overwhelming success on November 8. Some examples: MTD-endorsed candidate for Congress T. Hale Boggs outpaced his opponent 38,151 to 15,507; MTD-endorsed candidate for New Orleans school board Robert C. Smith polled 3,196 votes more than was required to beat three opponents.

Constitutional amendments endorsed by MTD also showed great strength in the New Orleans area, all passing by substantial margins. Of particular interest was the amendment authorizing the construction of a domed stadium in New Orleans to house the recently acquired pro football team. It passed by over 80,000 votes in New Orleans, representing a five to one margin.

### Mobile

Tommie Jenkins recently spent six months on Bloomfield's Roswold Victory. Tommie thought it



Swanson

Sbriglio

a good ship, but wants to see what Mobile looks like for awhile. Nine months as oiler on the Alcoa Roamer is enough for Seafarer S. L. Gibson. Gibson intends to vacation with his family at their home in upstate Alabama. Ira W. Griggers will go into drydock to have a hernia repaired. Griggers suffered his hernia on his last ship the Neva West where he was sailing AB. The Neva West had just completed a four and half month trip to Viet Nam. Griggers makes his home in Evergreen, Alabama.

Shipping prospects for the coming month are on the slow down. The beach is now small, but shipping is low. The Alcoa Roamer is laid up.

James E. Williams just finished a trip on the York using his new AB's ticket for the first time. Williams received his new ticket in New Orleans four months ago. After a long trip on the Neva West Jack Groen is taking it easy on the beach. Jack held down the FOWT billet on the Neva West. He is married and makes his home in Mobile. James R. (Bean)

## SIU Welfare Plan Clarifies Regulations Governing Private Hospital Care

Because of several recent cases involving members' claims for benefits arising out of confinement in private hospitals, the SIU Welfare Plan wishes to clarify the rules governing payment of such benefits.

The Welfare Plan regulations state that a Seafarer is to be reimbursed from the Seafarers' Welfare Plan for confinements in private hospitals under the following conditions:

- If he is not eligible for care at a USPHS facility.
- If he required emergency hospitalization and the USPHS, after being duly notified of his confinement, denied liability or is not responsible for the charges. In all cases, a Seafarer must notify the nearest USPHS facility within 48 hours of the beginning of his confinement.
- If he received emergency treatment at a hospital which did not involve confinement.

Awareness of, and adherence to these regulations will assure that all members will receive both the hospital care and the SIU Welfare Plan coverage to which they are entitled.

Douglas is currently registered in group three steward dept. Bean spent quite a bit of time aboard the Alcoa Roamer traveling the bauxite circuit.

### New Orleans

Mickey Doyle, wife of Seafarer John Doyle, was the fashion star of the Thanksgiving Dinner at the Hall. John and the Mrs. with their children were among the many Seafarers sharing Thanksgiving Day together at the hall. Also, enjoying the Thanksgiving feast was pensioner Nils Lornsen. Lornsen has enjoyed the holiday meals at the hall since his retirement ten years ago. He said everything was first class. His last ship was the Del Mar on which he sailed as AB. Sam Hurst, another retired Seafarer, shared his day with old friends around the turkey. Hurst was last on the Westchester as deck engineer.

Antoine Landry, relaxing with his newspaper in the comfort of one of the hall's lounge chairs, said that he was planning to take it easy for awhile before shipping out again. His last ship was the Alcoa Runner. After a bout with pneumonia, Paul Capo says he's looking forward to another ship heading for Buenos Aires. Paul's last trip was on the Del Mar, on which he sailed as bellboy.

Justin Wolff paid off on the Del Norte, where he was an AB, to take a long vacation with his wife and family. Wolff will be looking for another Delta liner when he finishes his vacation.

### Houston

A number of old-timers are here on the beach. Sal Sbriglio of the deck department just signed off the TransErie and has set foot on land to work out his income taxes, after which he'll ship out on another run.

W. Kazouniz found his visit to India on the Trans Hartford fascinating. He's now on the beach taking in some relaxation before looking for a ship on the Viet Nam run.

Virgil Swanson, who just completed 14 months on the Transhudson, is back home for the holidays and after a little time off he'll be looking for another grain run.

# Eight Additional Seafarer Veterans Added to Growing Pension Roster



Renny

Jensen

Farrow

Cunningham

Foster

Schenk

Eight new names were added to the growing list of Seafarers collecting an SIU pension. The newcomers to the pension ranks include: Winston Renny, Marius Jensen, Joe Farrow, Charles Cunningham, Crittenden Foster, Joseph Schenk, Albert Schwab and Leigh Facer.

Winston Renny was born in the British West Indies and resides in New York City where he joined the union. An AB, Renny was shipped as a bosun. His last vessel was the Warrior.

Marius Jensen was a member of the Deck department. He joined the union in New York City. Born in Denmark, he lives in Cumberland, Md. Jensen last shipped on the Seamar.



Schwab

Facer

Joe Farrow sailed as chief cook and chief steward and joined the SIU in the port of Savannah. Born in Georgia, he lives in Columbus, Ga. His last ship was the Portmar.

Charles Cunningham was born in New Orleans and resides in Hmte, La., with his wife, Susie. He joined the union in Mobile and sailed in the Engine department under various ratings. His last vessel was the Neva West.

Crittenden Foster resides in Pearisburg, Va. and joined the union in the port of New York. A native of Ohio, he shipped in the Deck department as AB. His last ship was the Yorkmar. Joseph Schenk shipped in the

Engine department. He was born in Austria and resides in Baltimore with his wife, Mary. Schenk joined the SIU in Baltimore. His last ship was the BethFlor.

Schwab was employed by the N. Y. Central R. R. and joined the SIU in the port of New York. Born in Weehawken, N. J., he

and his wife, Nora, are residents of Union City, N. J. He was employed as a bridgeman.

Leigh Facer joined the union in the port of Detroit. He was born in Port Hope, Mich., and lives there with his wife, Mary.

An AB, Facer sailed in the SIU Great Lakes District.

## The Great Lakes



by Fred Farnen, Secretary-Treasurer, Great Lakes

The Duluth Board of Trade recently reported that for the first time grain shipments from the twin ports have topped the 200-million bushel mark.

The up-grading program is under way once more so we urge all members with 6 months or over in the engine department and 12 months and over in the deck department to contact the nearest SIU hall, after layup, to enroll in the program.

Ed Pierce, the director of the School of Engineering and Navigation, wishes to remind SIU Great Lakes District men who plan to attend the school in Toledo to have the following material ready when they register:

1. The Coast Guard application signed by the master and chief engineer (the application is available at any Coast Guard office or by writing to Ed Pierce directly).
2. A letter from the company verifying time.
3. A certified birth certificate.

The school will begin at 9 A.M. on January 4th in Toledo, Ohio, at 925 Summit Street. Ken Lund registered in Duluth and shipped out as second cook on the Joe Morrow. This is the 6th vessel of the year for busy Ken.

### Detroit

Great Lakes SIU members will start collecting benefits from the new vacation plan in 1967. The first trustee meeting held in New York recently worked out the qualifying rules and regulations.

The new benefits will be paid by the SIU Great Lakes District Vacation Fund from contributions made by the contracted companies under terms of the 1965-68 collective bargaining agreements. At a later date, SIU members will be notified regarding their eligibility for specific benefits.

### Chicago

Exceptionally good weather enjoyed throughout this area for the duration of the season made this a banner season for shipping.

One of the first ships to retire for the '66 season was the EM Ford of the Huron Portland Ce-

ment Co. She laid up Nov. 23rd in Milwaukee.

The SIU-affiliated UIW Local 300 recently concluded contract negotiations with its largest plant under contract, the Cinch Manufacturing Co. The package is the largest ever to be negotiated between the Union and Cinch and was recently ratified by the membership.

### Buffalo

Even in the final weeks of the shipping season, orders for crews are continuing to come in, resulting in a very active shipping picture.

The winter storage fleet in Buffalo will total about 20 ships, so of course those men who choose to stay this far north for the winter months will certainly be provided with some work right through the year.

### Frankfort

The fight for severance pay due Ann Arbor No. 5 crewmembers continues. The National Railway Adjustment Board has set the next hearing date for January 20.

Just a couple of days after Thanksgiving, at a time when many fellows were already out on or planning a deer hunting trip, a severe snow and sleet storm showered the area, producing scattered power failures and blocking carferry traffic to Frankfort. Some schools, homes and businesses were without heat, but at least it looks as if those deer will be safe for another year.

### Alpina

Plenty of jobs going begging here this winter season. Even though crews from Huron Portland Cement's EM Ford and JB Ford are layed up with us here. There are still plenty of jobs available.

## SIU-UIW Scores Wins In Two More NLRB Representation Votes

BALTIMORE—The SIU-United Industrial Workers has won collective bargaining rights for 180 employees of two companies after recent National Labor Relations Board election victories.

Employees of the H. Klaff Co., who provides scrap service to Baltimore area industrial plants, chose the SIU-UIW as bargaining agent over Teamsters Local No. 311 by a vote of 40 to 25. Six ballots were challenged.

Employees of the H. Schwartz Leather Co., Inc., of Edgewater, N.J., voted for the SIU-UIW over Leather Workers Union Local No. 27 by a vote of more than 2 to 1; 31 to 12, with 4 votes opposed to any representation. Fifty employees will enjoy collective bargaining rights as a result of the election.

The H. Klaff Co. election took place last May and the SIU United Industrial Workers recently signed a new pact with the company.

# SIU OPPOSES C.G. THREAT TO MANNING SCALE IN PROPOSED "APPRENTICE ENGINEER" RATING

**A**t a hearing before the U.S. Coast Guard November 22, SIUNA registered its firm opposition to the proposed establishment of an "apprentice engineer's" rating aboard U.S. flag ships, which threatens the jobs of American seamen, particularly that of engine room personnel.

The hearing was held in response to SIU demands for an opportunity for all parties concerned to present their positions after the Coast Guard proposed the "apprentice engineer's" ratings as part of a suggested training program to produce licensed engineers, on the grounds that it would help develop licensed engineers to meet the needs of the Viet Nam crisis.

The SIU attacked the apprentice engineers plan as a threat to the jobs of American seamen and the jurisdiction of unlicensed unions. It cited its successful joint program with MEBA, District 2 which has produced well over 100 new engineers since it began functioning earlier this year, as well as upgrading approximately 50

licensed engineers in the same period. Under the apprentice engineer's plan, it would take a minimum of two years to provide engineers.

Appearing for the SIU at the hearing were SIUNA President Paul Hall; Vice-President William Jordan, who also heads the SIU-affiliated Marine Firemen's union, and Fred Farnen, Secretary-Treasurer of the SIU Great Lakes District. The text of the SIU position as presented by Vice-President Jordan is reprinted below.

At the hearing, Leon Berlage, Secretary-Treasurer of MEBA District 2 pointed to the success of the joint SIU-MEBA District 2 training program and insisted it was the best answer to the problem of the engineers shortage. The MEBA District 2 position as presented by Secretary-Treasurer Berlage appears on the adjoining page.

MEBA District 1 initiated the apprentice engineer's proposal, which was supported by the National Maritime Union, the Masters, Mates and Pilots, and the Steelworkers Union.

## DISTRICT 1 SPLITS MEBA ON PROGRAM

To meet the shortage of licensed engineers arising out of the Viet Nam conflict, MEBA District 2 and the SIU Atlantic and Gulf District established earlier this year a jointly sponsored training program that has been successfully producing licensed engineers from the ranks of unlicensed engine department personnel and upgrading the licenses of engine officers. The program has enabled vessels under contract to the two unions to sail without delay.

At the Coast Guard hearing Nov. 22 on the proposed plan to place an apprentice engineer aboard all American-flagships as a means of producing more licensed engineers, MEBA District 2 reaffirmed its conviction that its jointly operated program with the SIU is the best method of meeting the shortage for all parties concerned. MEBA District 1, however,

initiated and supported the apprentice engineer proposal which represents a clear danger to the jurisdiction of the unlicensed unions, and, more specifically, poses a direct threat to the jobs and security of the unlicensed seaman, the engine department men in particular.

Although the SIU opposes the plan, the NMU has accepted it. Therefore, while the plan threatens the jobs of all unlicensed seamen, it is a most immediate threat to members of the National Maritime Union because if the proposal is approved it would be effective on vessels under contract to MEBA District 1 whose jurisdiction covers NMU-manned ships.

As SIU President Paul Hall pointed out following the Coast Guard hearing, "The fundamental issue here is the protection of the jobs and livelihoods of the unlicensed members of the engine de-

partment on all American-flag ships. Any tampering with the present ship personnel structure, as suggested by the apprentice engineer proposals obviously threatens the security of unlicensed seamen in general and unlicensed engine room men in particular."

Vice-President Jordan, commenting on the apprentice engineer plan, said that "the contention of District 1 that licensed engineers would only do the work of licensed engineers and would not touch the work of unlicensed men does not square with the facts of engine department life. Experienced engine room men know there is an overlap between the work of licensed engineers and the unlicensed men."

"For one example," Jordan said, "licensed engineers frequently do identical work performed by unlicensed junior engineers and other unlicensed engine department personnel. Nothing can change this fact of shipboard life."



## Text of SIUNA POSITION AGAINST COAST GUARD PROPOSAL

Presented by WILLIAM JORDAN, VICE PRESIDENT OF SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA; PRESIDENT OF MARINE FIREMEN'S UNION, SIUNA, AFL-CIO

ship, under the supervision of the chief engineer, as part of a two-year apprentice engineer training program to be recognized by the Coast Guard as qualifying time for a license as temporary third assistant engineer. (Part 11, Subpart 11.10)

(c) The extension of the two-year program, when the temporary licensing program is terminated, to a three-year program to be recognized as qualifying time for a license as a third assistant engineer. (Part 10, Subpart 10.10)

The SIUNA is strongly opposed to all of these requested changes for a number of reasons.

First, with respect to the establishment of an apprentice engineer's classification, as called for in Part 12, Subpart 12.25, it must be recognized that the affiliates of the SIUNA, as well as other unions of unlicensed seamen, have established jurisdictions under law, as well as collective bargaining agreements governing the employment of unlicensed seamen within these jurisdictions.

Certainly, we of the SIUNA would consider any attempt to place any of these apprentice engineers aboard any vessel having a collective bargaining agreement with any of our affiliated unions as an attempt to infringe upon our jurisdiction and to violate our contracts, and all of the affiliated unions of the SIUNA which are concerned with this matter have, in fact, notified their respectively contracted

shipping companies on all coasts that they would consider any attempt to place such apprentice engineers aboard their contracted vessels as an infringement of their jurisdiction and a violation of their contractual agreements.

Thus it is evident that approval by the Coast Guard of this new classification of apprentice engineer would serve only to foment jurisdictional disputes between the licensed and unlicensed unions and to precipitate possible tie-ups or delays of American-flag merchant ships at a time when they are critically needed for the Vietnam war emergency.

Second, it must be recognized that the largest single source of skilled, reliable and efficient licensed engineers for the American-flag merchant fleet has traditionally been the pool of unlicensed engine room personnel coming up through the ranks from wiper through the various Q.M.E.D. ratings.

Moreover, it is estimated that there are at least 2,000 skilled unlicensed engine room men available today, with years of experience in Q.M.E.D. ratings, who possess all of the necessary Coast Guard qualifications for an engineer's license, and the unions representing these unlicensed men have programs for upgrading such qualified men to licensed engineers' ratings within months, rather than the years proposed in the programs of the licensed unions which have re-

quested these changes.

To cite a concrete example of what I am talking about, I might point to the marine engineers' training school which is jointly sponsored by the SIU Atlantic and Gulf District and District 2 of the MEBA.

This school recognizes the fact that in the past the chief deterrents to the advancement of unlicensed engine room personnel to licensed engineers' ratings have been the financial inability of unlicensed men to support their dependents while studying ashore and the fear of these men of losing their vested pension rights in their unlicensed unions. To overcome these two deterrents the school has a subsistence payment and pension-transfer program which enables career seamen to come ashore and study for their engineers' licenses without losing either their earning ability or their pension benefits.

It seems obvious to us that the programs proposed by the licensed unions, which admittedly would not produce new licensed engineers for at least two years, and thus leaves their effectiveness in meeting the emergency demands of the Vietnam crisis open to serious question, is really an ill-concealed attempt by these licensed unions to by-pass the pool of skilled unlicensed engine room personnel already available in the unlicensed unions and to infiltrate the jurisdictions of unlicensed

unions with new non-career seamen selected by the licensed unions.

The Coast Guard, by approving these proposals, would be participating with these licensed unions in their plan to ignore the available pool of skilled unlicensed seamen already in existence in favor of a program which would delay the creation of new licensed engineers for at least two years and thus drastically reduce the ability of the merchant marine effectively to serve the nation in this time of need.

The apprentice engineer's endorsement as indicated in the proposed rule changes, would not authorize the holder to fill any regular rating aboard ship. Essentially, therefore, he would be merely an observer and our past experience with cadet engineers—even with their added benefit of college training—has convinced us that this type of observational procedure results only in the production of licensed engineers weak in practical working knowledge and operational experience.

Coast Guard recognition of time spent as an apprentice engineer could therefore lead only to a downgrading of the enviable record of skill, efficiency and safety established by the present corps of marine engineers and cause deterioration in the productive quality of the American-flag fleet while at the same time increasing its costs of operation.

The Marine Firemen and other affiliated unions of the SIUNA represent the unlicensed personnel aboard over 500 American-flag deep sea vessels, including many of those engaged in the Vietnam sealift, and in behalf of these men we are opposing the changes which have been requested in 46 CFR, parts 10, 11 and 12, relating to engine room personnel, as set forth in the Coast Guard's proposed rule dated September 6, 1966.

These changes, according to the September 6th notice, have been requested by two unions of licensed marine officers, as well as one industry association. It should be noted at this point, however, that while one of the licensed unions requesting the changes is the Marine Engineers Beneficial Association, the request does not represent the views of the entire MEBA membership but is in fact being strongly opposed by District 2 of the MEBA.

In any event, as we understand the proposed changes, they call upon the Coast Guard to approve:

(a) The establishment of a new merchant seaman's entry rating for apprentice engineers. (Part 12, Subpart 12.25)

(b) The employment of such apprentice engineers aboard

# MEBA DIST. 2 SUPPORTS JOINT TRAINING PROGRAM WITH SIU AS BEST ANSWER TO ENGINEER SHORTAGE

MEBA, District 2 and the Seafarers International Union, Atlantic and Gulf District recognize the current shortage of marine engineers during the Vietnam crisis. We also note that, in part, one of the reasons for this shortage is the failure of any significant number of unlicensed men to obtain marine engineers' licenses. The reason for this slowness is because of the concern on the part of the unlicensed personnel of the loss of their pension credits and lack of protection of seniority rights in the event of shipping slowdowns. We are agreed that if these problems are met we will then be in a better position to encourage a significant number of upgradings from unlicensed to licensed personnel. It is with the hope of assisting in answering the engineer shortage in the Vietnam crisis as well as attempting to establish rules for avoiding such problems in the future that these two unions have reached the following understanding:

Subject to the constitutions of the above organizations and to applicable laws, the following shall be the rules of the Joint Training Program:

1. The requirements for SIU member applicants to the school

shall be at a place mutually agreeable to both parties. The cost of housing such school shall be pro-rated between the two unions.

5. The period of instruction shall be up to ninety (90) days.

9. A joint Welfare Committee is hereby established for the purpose of guaranteeing continued welfare benefit coverage during the transition period from unlicensed rating to shipping as a licensed engineer.

2 shall remit to the SIU Pension Plan an amount equal to regular SIU pension payments and shall place the remaining amount into its own plan as a supplemental pension fund for all graduates who ship as engineers.

b. Thereafter, upon the member's retirement, he shall receive his full SIU pension payments plus that fractional amount which he has accumulated while sailing as a licensed engineer.

11. SIU, A&G men who already possess licenses and who are not now sailing on them because of questions relative to their seniority, union membership, loss of pension credits, etc., shall be eligible for the benefits of this program.

12. There is hereby created a Joint Educational Committee between the aforementioned organizations. This committee's responsibilities shall be the managing of this entire program as outlined above and taking the necessary steps to guarantee its fulfillment.

## AGREEMENT between DISTRICT 2 MEBA and SIU

shall be the same requirements as the United States Coast Guard's for obtaining original licenses.

2. Seafarers who apply and are accepted to become students in the Engineering School shall be paid subsistence payments in the amount of \$110.00 per week while in training. It shall be the responsibility of the SIU to meet this obligation. They shall also be provided with meals and hotel lodging.

3. Instructors in the school shall be provided by and paid for by MEBA District 2.

4. The location of the school

6. It shall be the responsibility of the instructor to determine at what point each student is to take the U.S. Coast Guard examination.

7. MEBA District 2 shall waive its \$1,000.00 initiation fee for SIU members who graduate from this Engineering School. This rule shall apply for the duration of the Vietnam crisis, at which time this matter shall be subject to review.

8. Seafarers shall not be required to drop their SIU membership and/or seniority classification within the SIU unless they desire to do so.

10. A joint Pension Committee is hereby established for the purpose of protecting the pension credits accrued by unlicensed seamen. The rules governing this matter shall be as follows:

Upon his first engineer's assignment, each graduate shall have the option of notifying District 2 MEBA of his desire to protect his accrued benefits in the SIU Pension Plan. If he exercises such option, the following rules shall be observed:

a. Upon collection of pension plan payments from its contractual employers, MEBA District

## Text of MEBA DIST. 2 POSITION AGAINST COAST GUARD PROPOSAL

Presented by **LEON W. BERLAGE**, SECRETARY-TREASURER OF DISTRICT 2, MARINE ENGINEERS BENEFICIAL ASSOCIATION, AFL-CIO

Let me say at the outset that District 2 MEBA is opposed to the proposed changes in 46 CFR Part 10, 11 and 12 relating to engineroom personnel as set forth in the amended rules proposed in the document issued by the US Coast Guard on September 6, 1966.

We in District 2 MEBA are sure that you have heard from other sources the problems that would arise if the proposed "apprentice engineer" program is approved. While we acknowledge that there is a shortage of licensed personnel to meet the requirements of the Vietnam sealift, and possibly of future peacetime shipping, we would like to point out that there is a method whereby the shortage of licensed marine engineers can be alleviated without changing the existing rules and without creating the problems that would be occasioned by the proposed "apprentice engineer" rating.

Since February 1966, District 2 MEBA and the SIU Atlantic and Gulf District have been working together in a joint program which is doing the job of relieving the shortage of licensed marine engineers by training for licensed qualified men from the SIU who have chosen the sea as their profession. These men have been trained and received their licenses without any change in the existing Coast Guard regulations. Further, our program is financed solely by the industry, with no cost to the Government or the taxpayer.

As of today, November 22, 100 unlicensed men have obtained their original licenses after studying at the District 2 MEBA School of Marine Engineering. This is virtually the same number of men who graduated in 1966 from the United States Merchant Marine Academy at Kings Point, the largest of the Federal and State Maritime Colleges. At present, there are 47 men attending the District 2 MEBA school and 71 applicants awaiting entry. From our experience to date, we are convinced that the District 2 School can continue to produce at least 15 to 25 new licenses per month, and probably more. We would like to point out further that these newly licensed men are coming out of school right now, when they are needed for the Vietnam sealift. We will not have to wait for two years or longer to see the results of this program.

Opponents of the joint District 2-SIU, A & G program have objected to our approach on the ground that the average age of the newly licensed men will be too high. In our view, the average age of the men with new licenses is not too high, and it will continue to go down as the program progresses. For the record, we would like to note that of the first 100 graduates of the District 2 School the average age was 41 years, that the average age of the men presently attending the school for new licenses is 37 and the average age

of the applicants who are waiting to enter the school is 35.

From the figures cited above, it should be clear that most of the men who have already obtained their new licenses at the School will be able to sail as licensed engineers for at least 10 to 20 years. The men who come up from the unlicensed ranks in the future under our program will also be available for many years to come.

The unlicensed unions, by and large, give the entry ratings some training before these men go to sea. After six months of sailing experience, these men are qualified for their first QMED rating as firemen-watertender. Again, the unlicensed unions, by and large, have programs in which these entry ratings receive training before taking the Coast Guard examination for their first QMED rating. After another six months at sea as firemen and watertender, these men are qualified to sit for their endorsement as oiler. Following further training at the union school, these men take the Coast Guard examination and, upon passing, receive the next QMED rating. After another six months of seetime as an oiler, these men are qualified to sit for their original licenses as 3rd assistant engineers. The entire process can take a little over two years under the present regulations. By and large these men are fully qualified to prepare for their licenses. Our experience at the District 2 School

of Marine Engineering shows that these men can be prepared for their original licenses in classroom sessions and field trips in a period ranging from 1½ to 3 months, depending upon the individual's ability.

Under the upgrading approach used by District 2 and the SIU, a member of an unlicensed union can prepare for his original license in a comparatively short time while working in the industry. If he fails to obtain his engineer's license, he can still obtain advanced training for such posts as junior engineer, unlicensed deck engineer and electrician.

In summary, the approach used by District 2 and SIU serves all the needs of the individual, the industry and the unions involved. It is doubtful whether any other approach could be equally satisfactory.

Our experience proves that licensed engineers, in substantial numbers, can be developed from the ranks of the unlicensed if certain problems of training, pension credits and initiation fees are resolved. Our program in many respects parallels the very successful program developed by the Government to train licensed merchant marine officers in World War II, when men came from the ranks of the licensed and trained for licenses. Since so many of the unlicensed unions already have programs for training their members for QMED ratings, however, we suggest that upgrading for offi-



cers' licenses should be handled by the unions and the industry, without Government intervention or cost.

Under our approach, the industry enjoys the services of the unlicensed man while he's preparing for his license, as well as after he obtains his license. If he fails to obtain a higher QMED rating anywhere along the line, or to obtain his license, he is still available to the industry. In the proposed "apprentice engineer" program, a man would no longer be available to the industry if he failed his licensing exam.

Under the program developed by District 2 and the SIU, the man who advances from the ranks to become a licensed engineer is guaranteed to have considerable practical experience in his chosen craft. He will also have had sufficient time in the industry to decide whether he wants to make a career of sailing.

Finally, our approach permits the man who wants to make a career in the merchant marine an opportunity to work his way up as high as Chief Engineer, if he has the ability and is willing to obtain the training to do it. Consequently, in all respects, this system satisfies the needs of the individual, the industry and the union.



Among the ports holding a Thanksgiving dinner for the Seafarers, their families, and invited guests, was San Francisco. The turkey went fast and the turnout was large. Thanksgiving dinner is a traditional event at SIU Halls in ports around the nation.



# Thanksgiving at SIU Halls



The families of pumpman John Faircloth and T ed May, oiler, attended dinner in Houston Hall.



John Goodwin of the IBU, family and friends, attended dinner in Baltimore.



Meeting old friends is John Masnik, retired member, Steward department.



Tony Denddo (center) and family. Tony was member of Steward dept., now on pension



John Zereis, who sails as bosun, enjoyed dinner with guests. John is an oldtimer with SIU.



Seafarer Harold Arlinghaus of Deck department and guest enjoyed dinner.



The families of Seafarer Anthony Pittura and William Ostendorf of the IBU.



Among guests in Houston hall were Mr. and Mrs. C. King. He is an official of ILA local 1331.



Danny Balerio, who sails as a wiper, took his family to enjoy turkey and all the trimmings.



Hungry Seafarers and families kept things jumping in the Wilmington Hall.



Guests at the Norfolk Hall had turkey dinner with all the trimmings on Thanksgiving Day.





Among the many families attending dinner in New York Hall was that of Seafarer F. T. DiCarlo of Steward department.



Sharing a table are Nellie Rios, Anna Accurso, and Tony Barnes who sails in Deck department.



Charles Ostasewski of the Deck dept., Danny Ellis, a guest, and Mike Connor of the Engine dept., enjoyed turkey dinner.



Jeff Davis and John Rondano, who sail in the Engine dept., came with guests, Mrs. H. Arlinghouse and Barbara Buchanan.



Teddy Tobiasen of the Engine department came with daughters, Jane Ann, 7, and Lorraine, 9.



Seated are Miss H. Heftgidimitriou, Angelo Roulis who sails in Deck dept., C. Tsambis and A. Agapitos of Engine dept.



A steady stream of Seafarers, their families and guests, kept the New Orleans Hall busy on Thanksgiving Day.



The turkey went fast of the table of Mrs. Leslie Guillat.



Enjoying holiday feast was family of Seafarer Robert Long.



Seafarer and Mrs. Inna Cambro-naro and their three children.



Mr. and Mrs. George Gotto were photographed as they arrived at the hall. With them are daughter Cecilia, three grandchildren and a young guest.



The E. L. Poe family and guests. Poe ships in Steward dept.



Sampling the turkey is Seafarer Luke Le Blanc and his family.



Everett Johnson Jr., his wife and three children and one guest enjoy meal.



Mrs. Dorothy Mabour, her children, Mrs. Maffia's mother and Mrs. L. Stetzer.



The Robinson family were among many who attended holiday dinner in Mobile Hall.



Attending dinner were H. Hurlston of Deck department and SIU pensioner E. Werkland.



Enjoying their grand time were Yazzam Salamani, his family and friends.



John Waith (left) shows friends around hall. John sails in Steward department.



C. Mooney, a member of the IBU in Mobile, enjoys a holiday dinner with his family.

## New National Group Forms To Combat Extremist Threat

A new national organization has been formed to combat the "merchants of fear," extremist "hate" groups of the radical right and the radical left.

An immediate target of the Institute for American Democracy will be the John Birch Society and the interlocking directorate of extreme right-wing groups in the Birch Society's orbit.

A committee of 48 prominent leaders in religion, public affairs, education, labor and business is sponsoring the institute. Its chairman is Dr. Franklin H. Littel, president of Iowa Wesleyan College and a Methodist clergyman who served in post-war Germany as a religious adviser to the U.S. high commissioner.

Dr. Littel told a Washington news conference that his experience in Germany and elsewhere convinced him that extremists can't be dismissed as harmless "kooks." Both the Communists and the radical right leaders "are playing for keeps," he warned, adding that "they are flesh eaters."

One of the tasks of the new institute, he said, will be to provide local groups with facts to combat extremists who try to take over parent-teacher associations, schools, town councils and library boards and who seek to discredit religious, trade union and civic organizations.

He warned that the Birchers and the groups they dominate are engaged in a "lavishly financed effort to sell a predetermined set of fears and prejudices to the American people."

In many communities, he noted, "extremists have made life miserable for good citizens—through spying, nocturnal phone calls, economic and social pressure, stonings, even bombings."

The institute's chief contribution, he said, will be the "full time, day-in, day-out methodical correction of record, exposure of unworthy tactics and focusing of the national conscience on local harassments in the hope that gradually a greater measure of decency and dignity can be restored to the American political dialogue."

Birch Society leaders can be found in key positions in dozens of far right organizations, he said. Some of these groups "sound more shrill than the Birchers and some play in a lower key, but they echo versions of the Birch line, and their impact is cumulative."

Among the organizations he described as in the Birch Society's "orbit" were Let Freedom Ring, the Liberty Lobby, Americans for Constitutional Action, American's Future Christian Crusade, Manion Forum, Dan Smoot Report, National Economic Council, Church League of America and We the People.

Dr. Littel said he is a Republican but that the members of the sponsoring committee include persons identified with both political parties and with all major religions.

Auto Workers Pres. Walter P. Reuther and Clothing Workers Pres. Jacob S. Potofsky are on the committee, as are Democratic Senators Gale McGee of Wyoming and Frank Moss of Utah, and Republican Sen. Clifford P. Case of New Jersey. Charles R. Baker is the executive director, and the Institute for American Democracy has set up a permanent office at 1330 Massachusetts Ave., N.W., Washington, D.C. 20005.

## LABOR ROUND-UP

The Locomotive Firemen and Enginemen have settled a basic contract with the nation's railroads which provides for a 5 per cent wage increase as well as other improvements.

A union negotiating committee is currently working out details, such as exact contract wording, with representatives of each rail line.

The across-the-board pay raise is retroactive to August 12. Firemen, engineers, hostlers and hostler helpers also won an improved vacation plan and correction of several inequities in holiday pay.

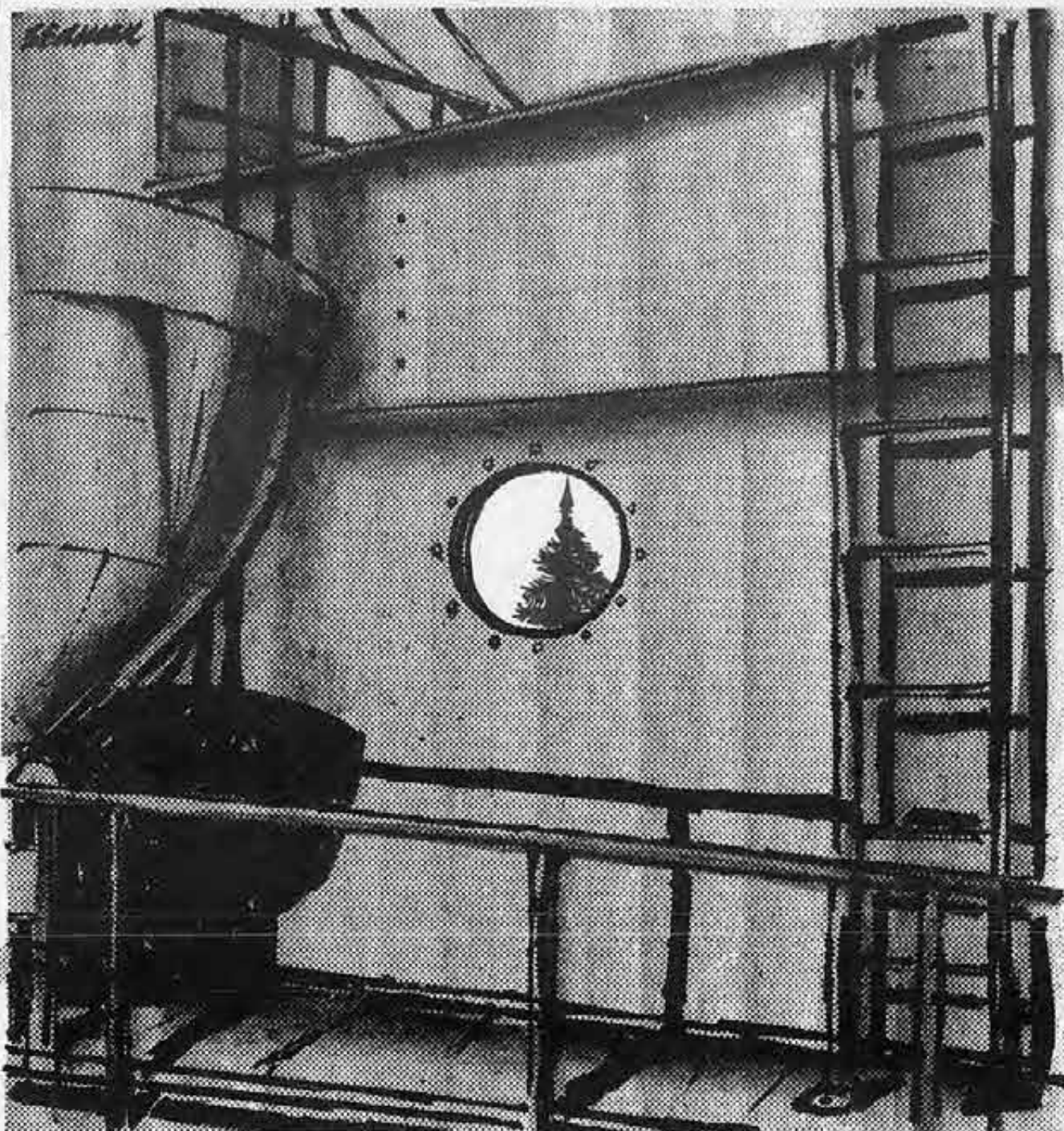
The AFL-CIO's International Union of Operating Engineers will offer on-the-job training for handling heavy equipment to 80 youths in the Job Corps in Tennessee. The Union will assist in the placement of trainees who complete the one-year program. Members of Local 917 are to serve as instructors at the training center in Cherokee National Forest in Eastern Tennessee. The President of the IUOE, Hunter P. Wharton, cited two reasons for his Union's involvement: The first, he said, was its responsibility to help the less fortunate, and the second was the program's opening of a reservoir of potential talent for the Union.

The longest and possibly the most bitter strike to occur in the 20th Century, a six-year walkout by United Auto Workers Local 833 against the Kohler Co. of Sheboygan, Wis., which resulted in a dispute that took twelve years to settle, has finally come to a close.

Kohler wound up the battle having to pay strikers a total of \$4.5 million, \$3 million representing back pay and \$1.5 million being a restoration of pension rights. The money, which goes to the National Labor Relations Board for distribution to workers, is the largest amount ever collected by the NLRB in settlement of an unfair labor practice dispute, or in any similar settlement ever negotiated in the history of labor-management relations.

The boycott against Sears, Roebuck & Co.'s nationwide stores has been intensified by locals of the Retail Clerks in order to discourage Christmas shopping at the retail outlets. The Executive Council of the AFL-CIO has stated recently that it was convinced the company was engaged in a calculated and concerted effort to deprive employees of their rights to union protection. The Council called on all union members and their friends to support the boycott.

## "...And All Through The House..."



## A Merry Christmas To All!

With people throughout the world preparing to celebrate the Christmas season, we are once again reminded that the nature of seafaring employment denies to Seafarers the opportunity enjoyed by most other workers to observe the holiday among their families and friends.

This Christmas, as in the past, most Seafarers will be aboard their ships plying the seas of the world or in strange and distant ports. They will have to be content with thoughts of those they hold dear and look ahead in the hopes that they can share together the warmth of this holiday season another time.

But men of the sea accept and adjust to this condition of their employment. On the eve of Christmas, Seafarers aboard ship will prepare to observe the holiday in their own

way. They will attempt to capture a measure of the festive spirit of the day and make the ship as happy a place as possible under the circumstances. They will improvise Christmas decorations to grace the ships' messrooms, as a reminder that even while away at sea, Seafarers retain the spirit of Christmas. On Christmas day they will exchange greetings as they partake of holiday fare prepared with special care and feeling.

Meanwhile, their Union brothers who are ashore in SIU ports that day will observe the occasion with their families and friends at Christmas dinners which are a traditional event in all SIU Union halls.

We join with them in extending to all Union brothers at sea and ashore, and to their families, the very warmest of greetings for A Merry Christmas.

## Soviets Plan for the Future

Possible Soviet domination of the world's sea lanes in the near future came a step closer recently when Russia signed a contract with Poland—a communist satellite, for the construction of 45 vessels totalling 554,000 deadweight tons. This one Soviet order is almost equivalent to the total tonnage being built for the U.S. at this time.

While the U.S. fleet continues to deteriorate at an ever-increasing rate, the Soviet Union is building merchant ships at break-neck speed. Even computations of total relative tonnages are not indicative of the true seriousness of the situation because the Soviet tonnage increase represents new, modern, fast vessels while the great bulk of America's tonnage is already obsolete and of marginal value in the highly competitive world of commercial shipping.

This commercial challenge on the high seas is too serious for the U.S. to continue to ignore much longer. The possibility of Soviet control over worldwide freight rates, which it could exercise with the aid of the huge merchant fleet it is presently building, represents a threat to the economic future of the United States as a trading nation.

The U.S. must have a merchant fleet adequate to meet all its commercial and defense needs, as called for in the 1936 Merchant Marine Act. This means a large, fast, modern fleet flying the American flag and manned by American seamen. Time is growing short for those Government agencies responsible for enforcing the Merchant Marine Act to acknowledge the nation's vital maritime needs and to take action to avoid possible disaster.

Comment On Civil Rights In AFL-CIO 'Federationist'

Stronger Labor, Civil Rights Links Seen As Aid to U.S. Social Reform

The labor and civil rights movements should strengthen their natural alliance in pursuit of social and economic programs that will benefit all Americans.

This was the basic argument put forward by contributors to the November issue of the AFL-CIO Federationist. The theme of the 32-page edition was "Equal Rights: To Realize the Promise."

The unemployed and lower-income Negroes and whites all would benefit if unions and civil rights groups united to fight for full employment, adequate training and more and better schools and housing, the writers agreed.

Professor Ray Marshall of the University of Texas declared that if the labor and civil rights movements united behind common objectives, they could become a powerful force for the national good. Divided, he warned, they would strengthen their common adversaries.

Bayard Rustin, a leading civil rights strategist, wrote that the civil rights movement is at a crossroads. He said the movement must ally itself with labor and liberals to fight for the Freedom Budget or else be led by the appeal of "black power" into strife and a racial nightmare.

Other articles in the magazine dealt with the moral basis of civil rights, the roles of organized labor and civil rights groups in expanding opportunities and making civil rights laws work more effectively.

AFL-CIO President George Meany, in an editorial on "Labor's Commitment" stated labor's position:

"The AFL-CIO is firmly determined to achieve full equality in America in all fields—education, employment, accommodations, housing and justice."

Meany also deplored the so-called white backlash. He blamed it on demagogues exploiting unreasonable fears stimulated by cries of "black power." He said labor opposes both black supremacy and white supremacy and believes America has only one clash—citizen—the highest and most meaningful title in a democracy.

These were the main points made by the authors:

• A. Philip Randolph, discussing "The Moral Basis of Civil Rights," makes the point that all men are brothers and so entitled to equal treatment.

Randolph, president of the Sleeping Car Porters and an AFL-CIO vice president, criticized "black power" as a slogan that cannot solve social and economic problems. He urged cooperation between labor and civil rights groups in support of the Freedom Budget and the goal of full employment.

• Dr. Marshall traced "The Roots of the Negro-Union Alliance." He proposed a variety of approaches through which discrimination might be reduced and opportunities expanded through cooperative action by labor and civil rights groups.

• Donald Slaiman, director of the AFL-CIO Civil Rights Dept.,

described the close working alliance between civil rights groups and labor in winning rights legislation and on labor issues. He spelled out in detail labor's policy and program for eliminating the discrimination remaining in unions.

• The Workers Defense League of New York City explained how it organized information on apprenticeship opportunities and worked closely with unions in placing Negro youths seeking to learn a trade.

• Whitney Young, Executive Director of the National Urban League, detailed the wide range of NUL programs aimed at opening the doors of opportunity to minorities.

• Rustin, who is executive director of the A. Philip Randolph Institute, posed the choice facing "Civil Rights at the Crossroads."

He urged a Negro-labor-liberal coalition to achieve progress. The alternative, he warned, is social chaos.

• Nathaniel Goldfinger, director of the AFL-CIO Dept. of Research, wrote on "Negroes and Jobs" and analyzed the factors behind the high unemployment rates of Negro adults and Negro teenagers.

• Walter G. Davis, newly-appointed director of the AFL-CIO Dept. of Education, discussed the whole range of government programs in his article, "Making Equal Rights Laws Work."

• Roy Wilkins, executive director of the National Association for the Advancement of Colored People, wrote on "The NAACP and the New Strategy" aimed at the economic improvement of all lower income groups, Negro and white.

The Pacific Coast



by Frank Drozak, West Coast Representative

A new contract has just been won by the SIU United Industrial Workers—Pacific District, for SIU-UIW members in the Alaskan port cities of Valdez, Kenai, Petersburg, Homer and Kodiak who are employed by the North Star Terminal and Stevedoring Co., Arness Terminal Inc., SeaLand, Alaska Steamship, and the City of Kodiak.

In addition, the UIW-Pacific District won a 47-2 union representation election at the Mountain Village Fish Co., Inc., in the Lower Yukon region.

San Francisco

Shipping here is very good, with many slots available for AB's Oilers, FWT's, electricians, cooks, and bakers.

Paying off for the past period were the Rachel V, Alice Brown, Ridgefield Victory, Jefferson City Victory, Burbank Victory, Columbia Victory, Linfield Victory, Young America, Cosmos Trader, and Longview Victory.

Crews signed aboard the Malden Victory, Northwestern Victory, Ridgefield Victory, Burbank Victory, Linfield Victory, Young America, Cosmos Trader, and the Longview Victory.

Ships in transit were the Calmar, Penn Challenger, Trenton, and Marymar.

Visiting the SIU Hall recently was oldtimer G. J. Vesagas, a SIU pensioner whose last ship was

in 1959 as a cook and baker. Vesagas, who makes his home here, found his visit to the Hall a very pleasant one, during which he swapped stories with some still-active Seafarers.

H. Alexanderian has just signed on the Columbia Victory as night cook and baker.

Wilmington

Wilmington shipping looks very good for the next couple of weeks and we've got plenty of jobs for rated men in all departments.

During the past few weeks, the Citadel Victory paid off and signed on, the Transyork paid off, and the



Vesagas Alexanderian

Beloit Victory paid off coastwise and signed on intercoastal.

This year's SIU Thanksgiving dinner was held at the Twin Wheels Restaurant in Long Beach, where SIU members attended in large numbers along with their families to participate in the holiday celebration.

Guy Whitehurst, who sailed SIU for many years before retiring on pension, has decided to spend Christmas holidays in Acapulco, Mexico.

Seattle

Northwest shipping is also booming, with SIU members having choices of ships and runs. All indications point to a continued boom, so if any of you East and Gulf Coasters are interested in immediate shipping you should consider hustling out to Seattle.

The Puget Sound Maritime Port Council has officially opposed the Apprentice Engineering Program as proposed by the U.S. Coast Guard and sent telegrams of protest to various government officials as well as to Vice Admiral C. P. Murphy.

The Maritime Port Council of Portland & Vicinity has similarly opposed the program and sent wires to government officials, as well as to the U.S. Coast Guard commander.

Payoffs this last period were the Lynn Victory, Santa Emilia, Overseas Rose, Beaver Victory, and the Longview Victory.

Sign ons included the Columbia and the Oceanic Wave, while ships in transit included the Anchorage, Penmar, Seattle, and Walter Rice.

George H. Bryan, who has been a SIU member for a solid quarter-of-a-century, recently piled off the Overseas Rose and immediately took a chief steward's spot on the Longview Victory. After a little hunting outing, M. Dembrowski is ready to go again. He last shipped on the Transnorthern as steward and has been a member of the Union for over 20 years. John Reed just completed a long trip on the Vantage Progress.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District From November 18 to December 1, 1966

DECK DEPARTMENT

Table with 3 main columns: TOTAL REGISTERED All Groups, TOTAL SHIPPED All Groups, REGISTERED on BEACH All Groups. Sub-columns for Class A, Class B, Class C. Rows for various ports and a Totals row.

ENGINE DEPARTMENT

Table with 3 main columns: TOTAL REGISTERED All Groups, TOTAL SHIPPED All Groups, REGISTERED on BEACH All Groups. Sub-columns for Class A, Class B, Class C. Rows for various ports and a Totals row.

STEWARD DEPARTMENT

Table with 3 main columns: TOTAL REGISTERED All Groups, TOTAL SHIPPED All Groups, REGISTERED on BEACH All Groups. Sub-columns for Class A, Class B, Class C. Rows for various ports and a Totals row.

### MONEY DUE

Isthmian Steamship Co. is holding checks for unclaimed wages for the crewmembers of the Margaret Brown listed below. The checks may be claimed by writing the Paymaster, c/o Isthmian Steamship Co., 26 Broadway, New York, N. Y. Please indicate your Social Security number, and the address where you would like your check sent.

Name	Rating	Amount
Walter Brown	Chief Cook	\$34.91
Egan D. Christiansen	Bosun	189.29
Jay C. Cohen	Oiler	185.56
James Crandall	Oiler	199.75
Will Daniels	Third Cook	194.32
James Johnson	Cook/Baker	25.28
Walter McMillion	F.W.T.	14.68
Robert J. Manthei	O.S.	21.49
John Nouwen	F.W.T.	27.52
Charles Pafford	A.B.	185.56
George E. Paulson	UT/MM	208.70
Joe Petrone	A.B.	7.58
Ronald Sutton	UT/MM	205.45

### FINAL DEPARTURES

**Milton C. Habrat, 54:** Brother Habrat died of a heart attack in a San Francisco hotel recently. A member of the union since 1947, he was born in Pittsburgh, and lived there with his family. He joined the union in New York City. He shipped in the Engine Department as a fireman-oiler-water tender. He was a veteran of the Army.



**John W. Picou, 58:** Heart disease claimed the life of Brother Picou. He shipped out of New Orleans in the steward dept. He died in USPHS Hospital, New Orleans. He lived with his family in the town of Metairie, La. He was born at Head Island, La. He joined the union in 1941, in New Orleans.



**Edward Sawicki, 23:** Brother Sawicki died on Aug. 29, after an automobile accident, in West Jersey Hospital, Camden, N.J. He was a member of the SIU United Industrial Workers and employed by the Hussmann Refrigerator Co. Born in Woodbury, N.J., he lived in Blenheim, N.J. and joined the union in Philadelphia. He is survived by his mother, Mrs. Marguerite Sawicki.



**George F. Blackmore, 70:** Brother Blackmore died as the result of an accidental drowning in Chelsea Creek, Chelsea, Mass. Born in Massachusetts, he resided in the town of Everett, Mass. A World War I Navy veteran, he sailed in the deck department, as an AB. He joined the Union in 1945, in the Port of Boston.



**Jack Caudle, 63,** Capt. Caudle died on Aug. 21 in Tidelands Hospital, Harris County, Texas, from a hemorrhage. A tugboat captain, he joined the SIU in the port of Houston, where he lived with his wife, Marie. Born in Texas, Capt. Caudle was an employee of the G and H Towing Co. Burial was in San Jacinto Memorial Cemetery, Houston, Texas.



**Archie Lee Sawyer, 39:** A heart attack caused the death of Brother Sawyer. He died in Albemarle Hospital, Camden, N.C. Sawyer was employed at the Old Dominion Ship Yard in Camden, where he made his home with his wife and five children. He was born in Columbia, N.C.



## From the Ships at Sea

Crew members aboard the **Andrew Jackson** (Waterman) celebrated a real American style Thanksgiving while in the Viet Nam war zone, thanks to the fine work of the Steward department. Ship delegate **L. A. Mitchell** asked the Log to print part of the menu that was served aboard the S.S. Andrew Jackson on Thanksgiving Day in the port of Cam Ranh Bay, Viet Nam, "to show the other fellows around what kind of lunch their friends had while they were in the war zone."



Mitchell

Brother Mitchell, who serves as Chief Cook, reports that he, Chief **H. Ride-way**, and the rest of the Steward department were given a vote of thanks by the crew members and officers for the fine meal. The Thanksgiving Day dinner included such appetizers as shrimp and oyster cocktail, a choice of four main courses, including roast young tom turkey, with giblet gravy, shrimp dressing and cranberry sauce, and baked smoked Virginia ham with pineapple sauce. Candied sweet yams, of course, were included in the wide choice of vegetables. Among dessert choices were pumpkin pie, mince meat pie and fruit cake.

Crewmembers on the **Ridgefield Victory** (Columbia) will have some protection from hot climates with the building of an awning in the aft section of the ship. Meeting Chairman **Roy Pierce** writes. The materials should arrive shortly, Pierce said, and Seafarers will begin work. A unanimous vote of thanks was given to the steward department. The payoff is scheduled for San Francisco.



R. Pierce

"Lots of oldtimers and an unusually good Steward department make up the crew of the **Coe Victory**, bound from the Eastern Seaboard to Japan and Viet Nam," **F. Gaspar**, meeting chairman reports. The fine chow is one reason things are running well with no major beefs, Gaspar writes. **Maxie Katzoff** has been unanimously elected ship's treasurer, **R. Ferebee**, meeting secretary reported. His first job is to take charge of the receipt for a ship's fund of \$26.55, kept in the captain's safe.



Gaspar

Meeting chairman **Frank Russo** aboard the **Del Santos** (Delta) reports that a new ship's delegate, **W. H. Newsom**, was elected by acclamation. A new bunch of keys has been made up and given to the steward department to lock up crew quarters and messrooms. A resolution was also passed to cut the noise in the messroom during the meal hour. The steward department, Brother Russo reports "is doing a fine job."



Russo

Seafarers on the **Steel Architect** (Isthmian) want American currency instead of travelers checks in foreign ports, **William MacArthur**, meeting chairman, writes as crewmembers have had some trouble cashing their checks. **Jon Maslow**, meeting secretary, reports that the Union has been contacted regarding the need for another ice cube machine. The one on hand does not produce enough ice for three meals. Ship's Delegate **James Santiago** reported that the ship's treasury contains \$104.25.



MacArthur

The **Jefferson City Victory** (Victory Carriers) will have to get along without a bosun for awhile, since he was hospitalized in Subic Bay. Two other members of the crew were also hospitalized, **E. Morris**, meeting chairman, writes. Meeting Secretary **J. Calvert** reports a total of \$7.50 in the ship's fund. The ship will be paying off in San Francisco.



Clarke

Seafarers on the **Platte** (Oriental Exporters) have plenty of good reading matter on hand and in good order thanks to the efforts of the wife of the Chief Engineer, who sailed as ship's librarian. A vote of thanks was extended by crewmembers to Mrs. **Mary E. Booker** for her efforts. Meeting Chairman **J. W. Corcoran**



Corcoran

ran reports. According to **P. Hendricks**, meeting secretary, the steward department was extended a vote of thanks by the crew. Some disputed overtime, Hendricks writes, but the trip is a smooth one.



Aronica

A vote of thanks was extended to the steward department on the **Floridian** (South Atlantic and Caribbean) for their fine job, **Tony Aronica**, meeting chairman, reports. According to **F. Alvarez**, meeting secretary, everything is running smoothly and there are no beefs reported by department delegates. The Chief Mate will see that the galley screen is fixed, Alvarez reports. **H. Miranda** replaced **Nick Sabin** as ship's delegate after the latter resigned. Sabin was extended a vote of thanks for his fine job.

Two crewmembers on the **Globe Explorer** (Maritime Overseas) were hit by illness and accidents recently. Meeting Chairman **C. S. Jacks** reports. **Ray As-said** was hospitalized in Karachi after an accident and pneumonia sidelined **Maxwell McPhail** in Aden. Co-operation was excellent, **F. J. Connolly**, meeting clerk reports. The chief cook and night baker gave a vote of thanks to the crew for their fine co-operation and Seafarers in return gave a vote of thanks to the Steward department for a job well done. Meeting Chairman **David Eby** reports that there was some disputed overtime but no beefs.



Jacks

Everything is running smoothly on the **Transglobe** (Hudson) as the ship completes its Viet Nam run. **E. W. Pierce**, meeting chairman, reports. **Red Dean**, ship's delegate, reports \$28 in the fund. The Seafarers extended their thanks to SIU headquarters for the overtime sheets and communications. Meeting Secretary **F. A. Stephen** reports logs and mail are coming in regularly.



E. Pierce



**Legislator Exposes Maritime Plight**

To The Editor:

I think Representative High L. Carey should be applauded for exposing the deficiencies in the U.S. merchant marine brought about by years of official neglect on the part of U.S. Government administrators.

I hope the resolution he will introduce in the next session of Congress calling for a national conference on a modern merchant marine is a success. The idea of including representatives of maritime labor is a sound one, I think.

Chet Alexander

**New Safety Law Is Long Overdue**

To The Editor:

I read SIU vice president Bull Shepard's column with great interest. To tell the truth, I was unaware of the new safety law. I think it's a major step as it provides that U.S.-owned run-away vessels will have to come up to U.S. maritime safety standards.

I think that it's about time our government took this step. I hope this is just the beginning of the government's setting and enforcing maritime safety standards.

Rudolf Tollefson

**LETTERS To The Editor**

**Log 'Ports' Feature Stirs Memories**

To The Editor:

I docked at Port Swettenham about three years ago and bothered to visit the main city nearby, Kuala Lumpur. Your photographic story on Kuala Lumpur brought back to my memory that visit which was so interesting. You're right. There are three ways to get from the port to Kuala Lumpur, by taxi, bus, or rail. The taxi cost is sky high and a waste. The bus is maybe one-tenth or less the cost of taxi but ten times as dangerous. The drivers are so careless on the narrow winding roads I nearly got seasick on land! Best bet is rail. Takes slightly longer, is a few cents cheaper, but worth your life in safety!

Chas. Hurik

**Urges Support of Kingsport Fund**

To The Editor:

I've been following news stories on the Kingsport Press Strike in Tennessee. These men on strike for 2 1/2 years deserve support from the whole labor movement. I admire their courage and strength. The Kingsport Press Strikers Christmas Fund is a good idea and a fine way for the labor movement to show its appreciation.

Johnny Thomasi

**Editor's Note:** Contributions to the Kingsport Press Strikers Christmas Fund may be sent to: Union Label and Services Trade Dept., AFL-CIO Room 402 AFL-CIO Bldg., 815 16th St., N.W., Washington, D.C. 20006.

**Unionists Have Role In Political Action**

To The Editor:

I couldn't agree more with the AFL-CIO Executive Council declaring that the accomplishments of the 89th Congress must be both protected and broadened. I am sure that all my fellow unionists feel the same way.

I think every member of the AFL-CIO should do all he can to further this aim. I myself am a member of a local political organization. Naturally, everyone can't become as involved as I am in politics, but I do think that we should all write our Congressmen, telling them how we feel about basic issues.

Julius Wyle

**Pharmacist Mate School Praised**

To The Editor:

I think that the starting of the new Pharmacist Mate Training School for SIU staff officers is a great idea. It will provide the men of some SIU-manned ships with good medical protection, which they haven't had since the end of WW II. I hope the day will come when all Seafarers can have this kind of medical protection while at sea.

Jack Storey

**Air Pollution Remedy Needed**

To The Editor:

New York City's air pollution problem recently made great headlines in all the papers. Due to what they call "atmospheric inversion," the pollution that is "normal" or safe collected up to a deadly point instead of being blown away by the wind.

No individual then in New York, as I was, will forget the thickening of the air, the watery eyes, and the dry, dirty feeling in the throat. You kind of walked around wondering how bad it could get, while fearful of whether or not you could survive it.

It reminded me of a catastrophe in Donora, Pa., some years ago when 300 people died from industrial fumes that collected due to "atmospheric inversion." Imagine the same thing striking New York! The death toll could be staggering.

It's time for corporations and industries to improve their operations so as not to infect the air with poisons.

After all, how criminal can you get? Do they save money and make higher profits this way?

Paul Corem

**Aids U.S. Through Viet Sealift**

To The Editor:

The Vietnam conflict in which this nation is involved deserves the attention of every Seafarer. I saw action in World War II and regret that I'm too old now to enlist. There is something I can do, though, and that is to participate in the Vietnam Sealift which brings vital supplies to our soldiers stationed there.

George I. Joceme

**SIU Bosun Almost Swept Overboard When Heavy Seas Swamp Deck**

The bosun of the SIU-contracted S/T National Defender came within a hair's breath of being washed overboard when the deck was swamped by a heavy sea. Bosun Billy Elderman did, however, sustain injuries which hospitalized him.

According to crewmember William Cameron, the mishap occurred on a beautiful day, with a moderate sea and wind. The deck was dry enough to be painted, and some of the deckhands were working aft of the midship house, while some were working up forward in the paint locker. Bosun Elderman was going forward to get two cans of paint from the paint locker, when a sea hit the port bow, then covered the entire deck. Elderman grabbed the closest thing to him, a No. 4 wing tank top.

**Man Overboard?**

As the sea hit him, he was being watched from the bridge by an A.B. "It happened so fast," said Cameron, "that when the sea hit Elderman, the A.B. thought for sure that Elderman was over the side, since he could not see anything but water rolling off the deck. A split-second later he grabbed a life ring to throw into the water, but meanwhile he kept an eye on the deck below, still looking for Elderman. Sure enough, he saw him on the deck, but his legs were through the rails and he was bear-hugging the stanchion. The sailor on the bridge made a mad dash below to give him a hand."

**Log Feature Recalls Old Days Of Sailing Barks**

The Log's October 14 picture story on Santos, Brazil, brought back many memories to Captain R. J. Peterson, who first encountered Brazil's most active coffee exporting port back in 1913, when he served as boatswain on the sailing barque Dovenby.

Relating his adventures as a young man in a letter to the Log, Captain Peterson began "We sailed from Sheernes, London, with a load of cement and made a passage of 50 days, under a captain who paced the poop on his stiff legs. He, when once the mate of a ship, had been knocked down by a graybeard off the Horn, and had both legs broken.

"Many is the sailor that the yellow jacket killed in Santos," said Captain Peterson, recalling the not-so-good old days when yellow fever decimated the populations of warm countries. For that reason, the captain continued, "before my time, it was hard to get men for ships going to Santos. I could tell why when I saw a few dead ships outside the harbor."

Then Captain Peterson recalled the sailing ships and the blue water sailors he encountered in Santos: "Urania, a big barque, was there with a youthful crew that had a hand in the foesle and played music late, beating the big drum to keep the captain awake. Gwydor Castle was there too, a queer barque, with a crew that, in the foesle, spoke Welsh proudly, saying 'We are the ancient Britons.'"

On his way down, according to Cameron, he passed the chief officer and told him that the bosun was almost knocked overboard. "Since he was going so fast, it seems that the only thing the mate heard were the words 'bosun' and 'overboard.' He turned pale as a ghost, it was said later, and almost fainted." Both men reached the main deck and found Billy Elderman, "wet as a rat" and bleeding from a gash in the face. Had the gash been sustained a half-inch to the left or right, it would have cost the Bosun an eye. He was helped to the hospital on the next deck, where the chief officer gave

him first aid. Later, when things calmed down, he was asked what hurt him, and he replied "My arm, my back, my leg, my head, my knee and my shoulder." Someone stopped him, saying, "In other words, you hurt all over." Correct, Elderman replied.

He was put ashore when the National Defender reached Madras, remaining in the hospital for a week. He later joined the ship when it sailed for the States.

At the payoff, Elderman said he would enter a hospital for a complete check-up and stay on the beach for a while to recuperate.

**SIU ARRIVALS**

Constance Finnerty, born November 1, 1966, to the Robert F. Finnertys, Bedford, Ohio.

Richard Brewer, born June 3, 1966, to the Jack Brewers, New Orleans, La.

Michael Schlau, Jr., born October 11, 1966, to the Leonard A. Schlaus, Jr., Buffalo, New York.

Terri Renee Shaneyfelt, born September 7, 1966, to the Gary N. Shaneyfelts, Mobile, Ala.

Ettie Germaine Gibson, born October 27, 1966, to the Isiah A. Gibsons, Silsbee, Texas.

Tad Aron Swackhammer, born September 10, 1966, to the Edward Swackhammers, Houston, Texas.

Teresa Ann Remy, born August 15, 1966, to the Robert J. Remeys, Castalia, Ohio.

Marilyn Lee Eckley, born October 10, 1966, to the Robert G. Eckleys, Philipsburg, Pa.

Paul LaBorde, born September 16, 1966, to the Paul LaBordes, New Orleans, La.

Joyce Brown, born November 17, 1966, to the Rafael Browns, Ponce, P. R.

Orlando Hector, Jr., born October 13, 1966, to the Orlando H. Lopez's, Levittown, P. R.

Bobbie Ann DePinto, born November 9, 1966, to the Pasquale DePintos, Brooklyn, New York.

Tina Louise Huval, born September 1, 1966, to the Reeves Huvals, Breaux Bridge, La.

Jennifer Wadsworth, born November 14, 1966, to the Charles Wadsworths, Milton, Fla.

Neil Lindeman, born November 7, 1966, to the Larry A. Lindemans, Manistoe, Mich.

Jeffrey Leland Bryant, born October 29, 1966, to the Lloyd Bryants, Mobile, Ala.

Melissa Ottelin, born July 18, 1966, to the Charles J. Ottelins, Cleveland, Ohio.

Salvador Rueda, born October 20, 1966, to the Juan Salvador Ruedas, Yauco, P. R.

Gordon Stecker, born October 20, 1966, to the Vaughn E. Steckers, Dearborn Heights, Mich.

Whit Steven Williams, born October 28, 1966, to the Herbert Williams, Swan Quarter, N. C.

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

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# 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. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

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

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

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

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

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

**EDITORIAL POLICY—SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

## UNFAIR TO LABOR DO NOT BUY

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

- Sears, Roebuck Company  
Retail stores & products  
(Retail Clerks)
- Stitzel-Weller Distilleries  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," W. L. Weller  
Bourbon whiskeys  
(Distillery Workers)
- Kingsport Press  
"World Book," "Childcraft"  
(Printing Pressmen)
- Typographers, Bookbinders  
(Machinists, Stereotypers)
- Jamestown Sterling Corp.  
(United Furniture Workers)
- White Furniture Co.  
(United Furniture Workers of America)
- Genesco Shoe Mfg. Co.  
Work Shoes . . .  
Sentry, Cedar Chest, Stalder  
Men's Shoes . . .  
Jarman, Johnson & Murphy, Crestworth,  
(Boot and Shoe Workers' Union)
- Di Giorgio Fruit Corp.  
S and W Fine Foods  
Treesweet  
(National Farm Workers Association)
- Baltimore Luggage Co.  
Lady Baltimore, Amelia Earhart  
Starlite luggage  
Starflite luggage  
(International Leather Goods, Plastics and Novelty Workers Union)
- "HIS" brand men's clothes  
Kavnee Boysewear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves, Richman  
Brothers and Sewell Suits,  
Wing Shirts  
(Amalgamated Clothing Workers of America)
- R. J. Reynolds Tobacco Co.  
Camels, Winston, Tempo,  
Brandon, Cavalier and Salem  
cigarettes  
(Tobacco Workers International Union)
- Peavy Paper Mill Products  
(United Papermakers and Paperworkers Union)
- Comet Rice Mills Co. products  
(International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
- Antonio Perelli Minetti & Sons  
Ambassador, Eleven Cellars  
Red Rooster, Greystone, Guasti,  
Calwa, F. I., Tribuno Vermouth,  
Aristocrat, Victor Hugo, A. R.  
Morrow Wines and Brandies.  
(National Farm Workers Association)

## Schedule of Membership Meetings

### SIU-AGLIWD Meetings

- New Orleans Jan. 10—2:30 p.m.
- Mobile . . . . . Jan. 11—2:30 p.m.
- Wilmington . . . . . Jan. 16—2:00 p.m.
- San Francisco Jan. 18—2:00 p.m.
- Seattle . . . . . Jan. 20—2:00 p.m.
- New York . . . . . Jan. 3—2:30 p.m.
- Philadelphia Jan. 3—2:30 p.m.
- Baltimore . . . . . Jan. 4—2:30 p.m.
- Detroit . . . . . Jan. 13—2:30 p.m.
- Houston . . . . . Jan. 9—2:30 p.m.

### Great Lakes SIU Meetings

- Detroit . . . . . Dec. 19—2:00 p.m.
- Alpena . . . . . Dec. 19—7:00 p.m.
- Buffalo . . . . . Dec. 19—7:00 p.m.
- Chicago . . . . . Dec. 19—7:00 p.m.
- Cleveland . . . . . Dec. 19—7:00 p.m.
- Duluth . . . . . Dec. 19—7:00 p.m.
- Frankfort . . . . . Dec. 19—7:00 p.m.

### Great Lakes Tug and Dredge Region

- Chicago . . . . . Jan. 10—7:30 p.m.
- †Sault Ste. Marie  
Jan. 12—7:30 p.m.
- Buffalo . . . . . Jan. 11—7:30 p.m.
- Duluth . . . . . Jan. 13—7:30 p.m.
- Cleveland . . . . . Jan. 13—7:30 p.m.
- Toledo . . . . . Jan. 13—7:30 p.m.
- Detroit . . . . . Jan. 9—7:30 p.m.
- Milwaukee . . . . . Jan. 9—7:30 p.m.

### SIU Inland Boatmen's Union

- New Orleans Jan. 10—5:00 p.m.
- Mobile . . . . . Jan. 11—5:00 p.m.
- Philadelphia Jan. 3—5:00 p.m.
- Baltimore (licensed and unlicensed) Jan. 4—5:00 p.m.
- Norfolk . . . . . Jan. 5—5:00 p.m.
- Houston . . . . . Jan. 9—5:00 p.m.

### Railway Marine Region

- Philadelphia  
Jan. 10—10 a.m. & 8 p.m.
- Baltimore  
Jan. 11—10 a.m. & 8 p.m.
- \*Norfolk  
Jan. 12—10 a.m. & 8 p.m.
- Jersey City  
Jan. 9—10 a.m. & 8 p.m.

### United Industrial Workers

- New Orleans Jan. 10—7:00 p.m.
  - Mobile . . . . . Jan. 11—7:00 p.m.
  - New York . . . . . Feb. 6—7:00 p.m.
  - Philadelphia . . . . . Jan. 3—7:00 p.m.
  - Baltimore . . . . . Jan. 4—7:00 p.m.
  - †Houston . . . . . Jan. 9—7:00 p.m.
- † Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
\* Meeting held at Labor Temple, Newport News.  
‡ Meeting held at Galveston wharves.

## DIRECTORY of UNION HALLS

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

PRESIDENT	Paul Hall
EXECUTIVE VICE PRESIDENT	Cal Tanner
VICE PRESIDENTS	Lindsey Williams Robert Matthews
SECRETARY TREASURER	Al Kerr
HEADQUARTERS	675 4th Ave. Bldg. 811 NY 9 6600
ALPENA, Mich.	127 River St. EL 4 3616
BALTIMORE, MD.	1216 E. Baltimore St. EA 7 4900
BOSTON, Mass.	177 State St. RI 2 0140
BUFFALO, N.Y.	735 Washington St. IL 3 9259
CHICAGO, Ill.	9383 Ewing Ave. SA 1 0733
CLEVELAND, Ohio	1420 W. 25th St. MA 1 5450
DETROIT, Mich.	10225 W. Jefferson Ave. VI 3 4741
DULUTH, Minn.	312 W. 2nd St. RA 2 4110
FRANKFORT, Mich.	P.O. Box 287 415 Main St. EL 7 2441
HOUSTON, Tex.	5804 Canal St. WA 8 3207
JACKSONVILLE, Fla.	2608 Pearl St. EL 3 0987
JERSEY CITY, N.J.	99 Montgomery St. HE 3 0104
MOBILE, Ala.	1 South Lawrence St. HE 2 1754
NEW ORLEANS, La.	630 Jackson Ave. Tel. 529-7546 115 3rd St. Tel. 622-1892
PHILADELPHIA, Pa.	2604 S. 4th St. DE 6 3818
PORT ARTHUR, Tex.	1348 Seventh St. MA 3 4334
SAN FRANCISCO, Calif.	350 Fremont St. DO 2 4401
SANTURCE, P.R.	1313 Fernandez Juncos Stop 20 Tel. 723-8594
SEATTLE, Wash.	2505 First Avenue MA 3 4334
ST. LOUIS, Mo.	805 Del Mar CE 1 1434
TAMPA, Fla.	312 Harrison St. Tel. 229-7788
WILMINGTON, Calif.	505 N. Marine Ave. 834-2528

**TRANSHUDSON** (Hudson Waterways), November 6—Chairman, James Lee; Secretary, R. Christensen. One wiper missed ship in Okinawa. One member recommended a 20-year bust out for retirement, 14 years sea time or 20 years with Union.

**STEEL APPRENTICE** (Isthmian), October 30—Chairman, Richard Cummings; Secretary, John Welkeski. \$20.00 in ship's fund. No beefs and no disputed OT reported. Vote of thanks to the steward department for a job well done, especially the galley force for the good and well prepared food they put out.

**STEEL DESIGNER** (Isthmian), October 9—Chairman, Robert A. Clarke; Secretary, Eugene Snell. \$13.50 in ship's fund. Donations accepted to build up fund. No beefs reported by department delegates.

**RIDGEFIELD VICTORY** (Columbia), October—Chairman, Raymond Pierce; Secretary, Frank O. Airey. Disputed OT and other matters to be taken up with patrolman. One man missed ship in Yokohama. Vote of thanks to the steward department for a job well done.

**PRODUCER** (Marine Carriers), October 18—Chairman, Leon Lackey; Secretary, Berry Tippins. Brother Leon Lackey was elected to serve as ship's delegate. No beefs reported by the department delegates.

**VOLUSIA** (Suwannee), October 16—Chairman, Tursten Forsberg; Secretary, Eugene O. Salvador. All beefs have been cleared and all is running smoothly. Crewmembers were requested to keep the messroom and pantry clean.

## DIGEST of SIU SHIP MEETINGS

**ANDREW JACKSON** (Waterman), September 11—Chairman, E. P. Achee; Secretary, H. Ridgway. \$13.25 in ship's fund. No beefs were reported by department delegates. Brother L. A. Mitchell was elected to serve as ship's delegate. Suggestion was made to have all rooms sanded and painted. Vote of thanks extended to the steward department for a job well done.

**VANTAGE PROGRESS** (Pioneer Maritime), October 30—Chairman, J. Lewis; Secretary, J. Reed. Disputed OT in deck department. Brother B. Weinberg was elected to serve as ship's delegate. Vote of thanks to the steward department, especially crew messman for his outstanding performance of serving meals. Company agent in Saigon is not forwarding personal mail and LOGS to the crew.

**IBERVILLE** (Waterman), October 30—Chairman, Homer S. Schroeder; Secretary, Robert E. Rafferty. No beefs reported by department delegates. Brother Cliff Prevatt was elected to serve as ship's delegate. Discussion about food.

**WESTERN CLIPPER** (Western Agency), November 6—Chairman, Arthur S. Turner; Secretary, M. M. Halesby. \$13.16 in ship's fund. Reef about rusty wash water. Discussion about shortage of cigarettes in ship's chest.

**DEL MONTE** (Delta), October 14—Chairman, A. G. Edwards; Secretary, A. G. Edwards. Ship's delegate reported that everything is running smoothly. Brother D. C. Williams was elected to serve as ship's delegate. Beefs were reported on the deck. The deck was cleaned and the deck was painted.

**JEFFERSON CITY VICTORY** (Victory Carriers), October 30—Chairman, E. Morris; Secretary, J. Calvert. Repairs of last voyage still not completed. \$7.50 in ship's fund. Disputed OT in deck and engine departments. Steward department received complaint about food not being served properly. Motion made to bring pension plan up to par with the rest of the other maritime unions. Motion made that union officials have at least one month sea time for each current term served, in order to know what is going on aboard the ships. Motion made that ship's crew be paid off and signed on by duly elected officials. Motion made that appointed jobs around the Union halls be held by dependent rank and file members.

**REBECCA** (Maritime Overseas), October 23—Chairman, Ofazio Parrara; Secretary, D. Fitzpatrick. Motion made to air-condition ship when possible. Left Norfolk with 80 days stores, and swindled into shuttle run. Company to be contacted about income tax if ship is out after December 31, 1966.

**STEEL EXECUTIVE** (Isthmian), October 30—Chairman, P. Seenyle; Secretary, Lacy J. Walker. Ship's delegate reported that everything is in good order. Improvement in food and service this trip. Brother Lacy Walker was elected to serve as ship's delegate.

**DEL AIRES** (Delta), October 30—Chairman, Dexter A. L. Worrell; Secretary, Junius Quinn. \$1.60 in ship's fund. Matter of no launch service and restriction to the ship in Monrovia will be taken up with boarding patrolman. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.

**PRODUCER** (Marine Carrier), November 10—Chairman, John Murphy; Secretary, Berry Tippins. Some disputed OT in steward department. Crew requested to keep laundry room and washing machine clean.

**DEL MAR** (Delta), November 6—Chairman, Joseph McLaren; Secretary, V. S. Alford, Jr. Everything is running smoothly. \$386.00 in movie fund and \$24.40 in barbeque fund. Brother McLaren resigned as ship's delegate and Brother Alford, Jr., was elected to serve in his place.

**WESTERN COMET** (Western Agency), August 14—Chairman, Alfred Hirsch; Secretary, Thomas Lynch. \$4.55 in ship's fund. Six men missed ship in Subic Bay, and two men went to hospital. Chief pumpman was asked to leave by department head. Chief steward was replaced in Bahrain. No beefs and no disputed OT.

**WESTERN COMET** (Western Agency), November 6—Chairman, Joe Wagner; Secretary, Tommy Lynch. Brother Kari Treeman was elected to serve as ship's delegate. Department delegates reported that everything is going along O.K.

**WALTER RICE** (Reynolds Metal), November 20—Chairman, Don Horn; Secretary, James Mann. No beefs reported by department delegates. Ship sailed short two firemen-water-tenders from Texas. Vote of thanks to the steward department for a job well done.

**COUER D'ALENE VICTORY**, November 13—Chairman, P. S. Holt; Secretary, C. Kempynski. Brother A. W. Sparratt was elected to serve as ship's delegate. No beefs and no disputed OT aboard. Pension plan was brought up and discussed. Dedicated one minute of silence to the late Berie Hand, one of the greatest friends the SIU ever had.

**LOS ANGELES** (Sea-Land), November 11—Chairman, C. Bahik; Secretary, Frank K. Lewis. One A.B. missing in deck department and one Oiler and one Wiper missing in engine department. Motion made that the Union do something about a retirement plan, something better than what we have.

**WEEKE BONS** (American Steamship), November 17—Chairman, D. Cooney; Secretary, H. Brown. \$2.25 in ship's fund. Disputed OT in deck department. The deck was cleaned and the deck was painted.

# PORTS of the World

## SAN JUAN



**SAN JUAN**—Swimming, sun bathing, water skiing, surfing, fishing, skin diving, snorkeling, golfing, tennis, baseball, horse racing. The old and the new.

All this is San Juan, Puerto Rico, a perfect paradise on the northern part of an island surrounded by the Atlantic Ocean on the north and by the Caribbean Sea on the south.

Average temperatures are in the high 70's, creating a year-round spring-like atmosphere. Except for hurricanes that occasionally intrude, weather is basically ideal.

In San Juan itself, there are two unique sections of the city, one delightfully old, the other brazenly new.

Modern San Juan is a thriving area laced with broad thoroughfares lined with smart shops, exotic restaurants, and unique new buildings.

Old San Juan offers an abrupt change of pace. The feeling one has here is of distinctly belonging to the very early part of the island's history. Streets paved with bluish-colored stones are over 300 years old. Homes are one hundred or more years old, fully furnished now as they were then. Several churches go back a few centuries and possess priceless works of religious art.

Shopping in Old San Juan is an experience quite far removed from the bustle and boredom of a modern department store. Here in the shopping district are more than 400 shops with bargains to be found at every one. Local handicrafts, antiques, and unusual gifts of every variety are in plentiful supply.

San Juan, old and new, has something to offer everyone. Only a polar bear might be uncomfortable in this semi-tropical paradise.



Modern hotels line the Caribbean seashores of the island-city of San Juan. Causeway joins Puerto Rican Islands.



The Capitol Building in San Juan is where the Puerto Rico Assembly meets. Since achieving the status of Commonwealth, Puerto Rico has complete charge of its own internal affairs.



La Fortaleza is the historic executive mansion on San Juan. Boat landing stage at left leads to ancient gate through stone wall that once surrounded entire city of old San Juan.



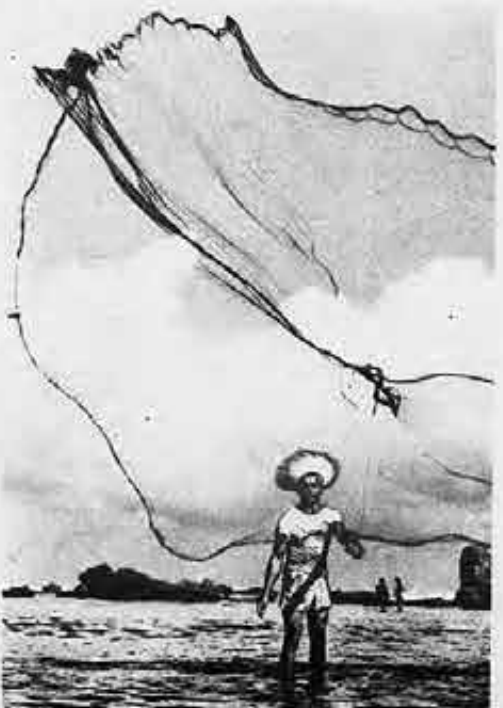
Delta Line vessels like the Del Sud (above) are among many SIU-manned ships making regular calls at San Juan.



Hydroponic farming techniques are being tested to boost the Island's food production. Crops are grown in gravel without soil with the aid of mineral nutrients in chemical solutions.



Industry, in the form of modern factories such as the one pictured above, has been making inroads on the Island's traditional agricultural economy.



Circular weighted nets are still used to catch small fish. Frightened by splash, they swim toward net's center.



Aerial view shows San Juan as it looks today. At bottom of photo is the fortress of El Morro which is still in use today as part of military operations guarding the Caribbean.



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



## PAYOFF in OAKLAND

Elizabethport crew fully loaded with containers after arrival in the port of Oakland, Calif.



SIU patrolman Pat Marshall was on hand for the Elizabethport's \$500,000 recent payoff in Oakland, Calif. Above he discusses beef raised by engine department delegate.



Retired Seafarer officer Walter Reedy (left) makes his point during discussion with Elizabethport's bosun Ted Chiliky in Oakland.



Seafarer Rainwater (left), Elizabethport's third cook and Seafarer Nutts, chief cook, prepare the evening meal following payoff.



While payoff was being conducted aboard ship, these Seafarers were busy loading stores aboard the Elizabethport. By containering is on Oakland-Oakland Seattle run.



Elizabethport's deck crew (background) help crew in deck as payoff got underway below.



Patrolman Walter Marshall (left) and bosun with side Robert Smith were in full eye contact.

