



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

POLITICS IS OUR BUSINESS

REGISTER TO VOTE

AFL-CIO Farm Workers Union Wins Representation Election at DiGiorgio

SAN FRANCISCO—America's farm workers took a giant step last week toward ending the exploitation and poverty which has traditionally been their lot in the United States. Official returns have confirmed the victory of the AFL-CIO United Farm Workers Organizing Committee in the historic farm labor representation election at two farms of the giant DiGiorgio Corporation.

Election officials announced that the UFWOC—representing the former National Farm Workers Association and the AFL-CIO Agricultural Workers Organizing Committee—polled 530 votes to 331 for the ousted Teamsters and 12 votes for no union in balloting for the unit made up of DiGiorgio field workers.

Arbitrators Sam Kagel and Ronald Haughton announced that all but 79 of 332 challenged votes were found to have been cast by ineligible voters. The remaining 79 were too few to affect the outcome and were not counted.



At rally in Delano, Calif., SIU West Coast Representative Frank Drozak (left) presents check for \$5,000 to AFL-CIO Organizing Director William Kircher as SIU contribution to assist the UFWOC in campaign to organize the DiGiorgio and other farm workers.



Seafarers Raleigh Minnix (left) and Bill Rogers hand out AFL-CIO literature to DiGiorgio workers.

The farm labor vote, almost without precedent in recent agricultural unionism, capped the first year of a strike of grape pickers at DiGiorgio's Delano farm and other farm workers at its Borrego Springs operation.

The two striking unions merged and had recently been chartered by the AFL-CIO after cooperating closely through the long year of their strike. They joined forces in the contest against the Teamsters

for the right to represent DiGiorgio workers.

AFL-CIO Pres. George Meany wired the United Farm Workers Organizing Committee, Cesar Chavez and Larry Itliong, its leaders:

"Warmest congratulations on a great victory. The road is now open to a new era for farm workers, not only in California but all across the nation.

"But let us now move forward. As you know this triumph is not an end in itself but only a beginning. I again assure you that the whole AFL-CIO will be enlisted in the battles ahead, as it was in the battle just won."

AFL-CIO Organization Director William L. Kircher, who headed the election campaign, said in Delano:

"The DiGiorgio victory has a message for every farm worker in America—it can be done. Farm workers can unionize, they can use collective bargaining as a base for

building a better life and a greater share of America's abundance for themselves and their families, even when powerful forces enter into a conspiracy to defeat them.

"What happened in Delano has a message for every AFL-CIO member also. It is a timely reminder that the unity and solidarity of all union workers still provides the best pavement for the road to a better way of life for those who have long been denied."

The crucial, pathfinding vote had few precedents in farm labor history and none of the legal procedures that surround the usual National Labor Relations Board representation elections.

It involved, too, one of the state's largest and most influential farm corporations, as well as a head-on contest between the AFL-CIO and the Teamsters, the latter a late entry in the effort to win bargaining rights for DiGiorgio farm workers.



Shown here are Seafarers from East and West Coasts who participated in the successful campaign of the AFL-CIO farm workers union to win representation rights in the DiGiorgio Corporation.

Report of International President



by Paul Hall

For many years now the American farm worker has been a source of cheap labor for growers who demanded a long day's work in the fields in return for short pay and inhuman living conditions.

Protection under state and federal labor statutes was denied them and they were left to fend for themselves in a labor market controlled by unscrupulous employers.

The recent vote by vineyard workers at the DiGiorgio Fruit Corp. in which they chose representation by the AFL-CIO Farm Workers Union, has put the American farm worker firmly on the road toward a better future for himself and his children.

Their long uphill struggle to gain the wages and working conditions they are entitled to as members of the American working force, can be paralleled with the privations previously endured by other segments of American workers who took the only road left open to them—organization into strong unions wielding bargaining power.

The success of the vineyard workers at DiGiorgio has produced the spearhead necessary to organize farm workers into a strong union possessing strength and influence at the bargaining table.

Farm workers in other states are now on the march. In Texas, Florida, Mississippi, Arizona and many other states, farm workers are now demanding the right of union representation.

Although a significant battle has been won in California, the struggle of the farm worker is far from over. The vast majority of growers are determined to fight every inch of the way to deny the farm worker a decent return for his labor.

They will continue and even increase their anti-labor propagandizing. They will hire scab labor whenever they can to break strikes. They will exert pressure on the local and state level in order to undermine the union's efforts.

However, the American farm worker is not alone in his struggle for a fair return for his labors. The AFL-CIO is determined to go right down the line with all American farm workers until they have won the right to have their own union representing them at the bargaining table.

The organized labor movement threw its full support behind the vineyard workers at DiGiorgio. They were active both at local and nationwide levels and sponsored a nationwide boycott of products grown and marketed by the DiGiorgio Corporation.

The AFL-CIO has also been active on the legislative front, and actively campaigned to win passage of anti-bracero legislation which cut off the growers huge supply of cheap foreign labor. Passage of this bill made it possible for American farm workers to begin their fight for a union and a place at the bargaining table.

The fight to win collective bargaining rights for the American farm worker will not be an easy one. However, the American labor movement stands shoulder to shoulder with the farm worker. Their fight is the fight of all workers.

Government Rejects MARAD Bid To Declare U.S. Shipping 'Essential'

The Maritime Administration's attempt to have the merchant marine designated as an essential activity and critical occupation in light of its important role in the Viet Nam war has been turned down by the Federal Government. The decision was concurred in by Secretary of Commerce John Connor.

Rep. Edward A. Garmatz (D.-Md.), chairman of the House Merchant Marine and Fisheries Committee, informed SIU President Paul Hall last week "that this important matter will be investigated."

Rep. Garmatz informed Hall of the government's attitude in a communication sent to the SIU president on Sept. 7.

"This is to advise," the Garmatz message said, "that the Maritime Administration's petition of April 29, 1966, to include the Merchant Marine in the list of currently essential activities and critical occupations has been denied by the responsible officials concerned and the denial has been concurred in by the Secretary of Commerce.

"Be assured," Garmatz continued, "that this important matter will be investigated."

The government refusal to approve the Maritime Administration request for designation of the Merchant Marine as an essential activity came as a surprise to legislators, government agencies and maritime labor and industry people concerned with achieving max-

imum fulfillment of the maritime industry's vital role in support of the Viet Nam military effort. The government position is completely inconsistent with its expressed desire and concern to reactivate ships for the military sealift as quickly as possible and to have sufficient seagoing personnel available to meet all manning requirements arising out of the demands created by the nation's military supply needs.

While the SIU has been meeting its manning commitments and its upgrading and training programs have been providing additional rated men to keep up with the increased personnel requirements, the situation is complicated by the fact that seamen are being drafted from the ships for induction in the military.

The feeling is prevalent in many quarters that the Government's rejection of the MARAD request points up the absolute necessity, in the national interest, that the Maritime Administration must be made a fully independent agency and not subject to the rulings of units like the Department of Commerce, which have little or no understanding of the merchant marine and its essential role and relationship to the nation's best interests.

SEAFARERS LOG

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How House Voted on MARAD

The maritime labor and industry backed amendment to keep the Maritime Administration out of the proposed new Department of Transportation was passed by the House of Representatives on Aug. 30 by a vote of 260 to 117. Here is how the House voted:

VOTING FOR THE AMENDMENT—260

- | | | |
|------------------------|--------------------------|------------------------|
| Abbott (D.-Va.) | Ford (D.-Mich.) | Morgan (D.-Pa.) |
| Abernethy (D.-Miss.) | Fountain (D.-N. C.) | Morse (R.-Mass.) |
| Adams (D.-Wash.) | Frelinghuysen (R.-N. Y.) | Morton (R.-Md.) |
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| Anderson (R.-Ill.) | Fulton (R.-Pa.) | Multer (D.-N. Y.) |
| Anderson (D.-Tenn.) | Garmatz (D.-Md.) | Murphy (D.-N. Y.) |
| Andrews (D.-Ala.) | Gettys (D.-S. C.) | Natcher (D.-Ky.) |
| Andrews (R.-Ala.) | Giammo (D.-Conn.) | Nix (D.-Pa.) |
| Andrews (R.-N. D.) | Gibbons (D.-Fla.) | O'Brien (D.-N. Y.) |
| Arends (R.-Ill.) | Gilbert (D.-N. Y.) | O'Hara (D.-Mich.) |
| Ashbrook (R.-Ohio) | Gilligan (D.-Ohio) | Olsen (D.-Mont.) |
| Aspinall (D.-Colo.) | Gonzalez (D.-Texas) | Passman (D.-La.) |
| Ayres (R.-Ohio) | Goodell (R.-N. Y.) | Patten (D.-N. J.) |
| Barrett (D.-Pa.) | Grabowski (D.-Conn.) | Pelly (R.-Wash.) |
| Bates (R.-Mass.) | Gray (D.-Ill.) | Pepper (D.-Fla.) |
| Belcher (R.-Okla.) | Green (D.-Ore.) | Perkins (D.-Ky.) |
| Bell (R.-Calif.) | Green (D.-Pa.) | Philbin (D.-Mass.) |
| Bennett (D.-Fla.) | Grider (D.-Tenn.) | Pike (D.-N. Y.) |
| Berry (R.-S. D.) | Griffiths (D.-Mich.) | Pirnie (R.-N. Y.) |
| Betts (R.-Ohio) | Gross (R.-Iowa) | Poff (R.-Va.) |
| Boggs (D.-La.) | Gubser (R.-Calif.) | Pool (D.-Tex.) |
| Boland (D.-Mass.) | Gurney (R.-Fla.) | Powell (D.-N. Y.) |
| Bolton (R.-Ohio) | Hagen (D.-Calif.) | Quie (R.-Minn.) |
| Bow (R.-Ohio) | Haley (D.-Fla.) | Quillen (R.-Tenn.) |
| Broomfield (R.-Mich.) | Hall (R.-Mo.) | Randall (D.-Mo.) |
| Brown (R.-Ohio) | Halpern (R.-N. Y.) | Reid (R.-Ill.) |
| Broyhill (R.-Va.) | Hanley (D.-N. Y.) | Reifel (R.-S. D.) |
| Buchanan (R.-Ala.) | Hansen (R.-Idaho) | Rhodes (R.-Ariz.) |
| Burke (D.-Mass.) | Harsha (R.-Ohio) | Robinson (R.-N. Y.) |
| Burton (D.-Calif.) | Harvey (R.-Mich.) | Rodino (D.-N. J.) |
| Byrne (D.-Pa.) | Harvey (R.-Ind.) | Rogers (D.-Fla.) |
| Byrnes (R.-Wisc.) | Hathaway (D.-Maine) | Roncalio (D.-Wyo.) |
| Cahill (R.-N. J.) | Hawkins (D.-Calif.) | Rooney (D.-N. Y.) |
| Carey (D.-N. Y.) | Helstoski (D.-N. J.) | Rooney (D.-Pa.) |
| Carter (R.-Ky.) | Henderson (D.-N. C.) | Rosenthal (D.-N. Y.) |
| Casey (D.-Texas) | Herlong (D.-Fla.) | Rostenkowski (D.-Ill.) |
| Cederberg (R.-Mich.) | Hicks (D.-Wash.) | Roudebush (R.-Ind.) |
| Celler (D.-N. Y.) | Howard (D.-N. J.) | Rumsfeld (R.-Ill.) |
| Chamberlain (R.-Mich.) | Hull (D.-Mo.) | Ryan (D.-N. Y.) |
| Chelf (D.-Ky.) | Hungate (D.-Mo.) | Satterfield (D.-Va.) |
| Clancy (R.-Ohio) | Huot (D.-N. H.) | St. Germain (D.-R. I.) |
| Clausen (R.-Calif.) | Hutchinson (R.-Mich.) | St. Onge (D.-Conn.) |
| Clawson (R.-Calif.) | Irwin (D.-Conn.) | Saylor (R.-Pa.) |
| Clewenger (D.-Mich.) | Jennings (D.-Va.) | Schisler (D.-Ill.) |
| Colmer (D.-Miss.) | Joelson (D.-N. J.) | Schneebeil (R.-Pa.) |
| Conable (R.-N. Y.) | Johnson (R.-Penn.) | Schweiker (R.-Pa.) |
| Conte (R.-Mass.) | Jones (R.-N. C.) | Secrest (D.-Ohio) |
| Cooley (D.-N. C.) | Karsten (D.-Mo.) | Selden (D.-Ala.) |
| Corbett (R.-Pa.) | Karst (D.-Minn.) | Shibley (D.-Ill.) |
| Cramer (R.-Fla.) | Keith (R.-Mass.) | Shriver (R.-Kan.) |
| Curtin (R.-Pa.) | Kelly (D.-N. Y.) | Sickles (D.-Md.) |
| Curtis (R.-Mo.) | King (D.-Utah) | Skubitz (D.-Kan.) |
| Daddario (D.-Conn.) | Kornegay (D.-N. C.) | Slack (D.-W. Va.) |
| Dague (R.-Pa.) | Kunkel (R.-Pa.) | Smith (R.-Calif.) |
| Daniels (D.-N. J.) | Kupferman (R.-N. Y.) | Smith (R.-N. Y.) |
| Davis (D.-Ga.) | Laird (R.-Wisc.) | Smith (D.-Va.) |
| Davis (R.-Wisc.) | Langen (R.-Minn.) | Stafford (R.-Vt.) |
| Delaney (D.-N. Y.) | Latta (R.-Ohio) | Stanton (R.-Ohio) |
| Dent (D.-Pa.) | Leggett (D.-Calif.) | Stubblefield (D.-Ky.) |
| Derwinski (R.-Ill.) | Lennon (D.-N. C.) | Sullivan (D.-Mo.) |
| Devine (R.-Ohio) | Lipscomb (R.-Calif.) | Sweeney (D.-Ohio) |
| Dickinson (R.-Ala.) | Long (D.-Md.) | Talcott (R.-Calif.) |
| Dingell (D.-Mich.) | Love (D.-Ohio) | Taylor (D.-N. C.) |
| Dole (R.-Kan.) | McCarthy (D.-N. Y.) | Tenzer (D.-N. Y.) |
| Donohue (D.-Mass.) | McCurloch (R.-Ohio) | Thompson (D.-N. J.) |
| Dorn (D.-S. C.) | McDade (R.-Pa.) | Thompson (D.-Tex.) |
| Downing (D.-Va.) | McGrath (D.-N. J.) | Thomson (R.-Wisc.) |
| Dulski (D.-L.-N. Y.) | Macdonald (D.-Mass.) | Tuck (D.-Va.) |
| Duncan (D.-Ore.) | MacGregor (R.-Minn.) | Tunney (D.-Calif.) |
| Duncan (R.-Tenn.) | Machen (D.-Md.) | Tupper (R.-Maine) |
| Dwyer (R.-N. J.) | Mackie (D.-Mich.) | Ullman (D.-Oreg.) |
| Edmondson (D.-Okla.) | Madden (D.-Ind.) | Waggonner (D.-La.) |
| Edwards (R.-Ala.) | Mailliard (R.-Calif.) | Waldie (D.-Calif.) |
| Edwards (D.-La.) | Marsh (D.-Va.) | Watkins (R.-Pa.) |
| Ellsworth (R.-Kan.) | Martin (R.-Mass.) | Watson (R.-S. C.) |
| Erlenborn (R.-Ill.) | Martin (R.-Neb.) | Whalley (R.-Pa.) |
| Fallon (D.-Md.) | Mathias (R.-Md.) | White (D.-Idaho) |
| Farbstein (D.-N. Y.) | Matsunaga (D.-Hawaii) | Whitener (D.-N. C.) |
| Farnsley (D.-Ky.) | May (R.-Wash.) | Whitten (D.-Miss.) |
| Feighan (D.-Ohio) | Meeds (D.-Wash.) | Widnall (R.-N. J.) |
| Findley (R.-Ill.) | Miller (D.-Calif.) | Williams (D.-Miss.) |
| Fino (R.-N. Y.) | Minish (D.-N. J.) | Wilson (R.-Calif.) |
| Flynt (D.-Ga.) | Minshall (R.-Ohio) | Wilson (D.-Calif.) |
| Fogarty (D.-R. I.) | Mize (R.-Kan.) | Wolff (D.-N. Y.) |
| Foley (D.-Wash.) | Moeller (D.-Ohio) | Wyatt (R.-Ore.) |
| Ford (R.-Mich.) | Moore (R.-W. Va.) | Wydler (R.-N. Y.) |
| | Moorhead (D.-Pa.) | Younger (R.-Calif.) |

Report Reveals Alarming Facts on U.S. Shipping

U.S. Tanker Construction Is Down To One Ship; Russia Building 116

Although the United States is the world's largest user of petroleum, its ocean tanker fleet continues to decline at an alarming rate. While more American tankers were scrapped last year than those of any other nation in the world and new U. S. tanker construction was down to a single ship, the Soviet Union was accelerating the buildup of its tankships, with 116 such vessels under construction—all intended for operation under the U.S.S.R. registry.

These disturbing facts were revealed in the 24th annual tanker survey made by the Sun Oil Company which is regarded as the authoritative analysis of the world tanker fleet. Ironically, the reports were first undertaken in the mid-1940's to aid in national defense planning.

In 1957 the United States led the world in numbers and tonnages of tankers, but it has been in decline ever since. It dropped to fourth place in 1961, a position it held in 1965, although its relative position with other tanker fleets is still slipping, the report shows.

At the end of 1965, the runaway registry of Liberia was in first place. Norway was in second place, the United Kingdom third, and the United States fourth. But the Soviet Union moved up to eighth place in 1965 from the 11th place it held the year earlier.

Most significant, as the report shows, the increase in Russian tanker construction is highlighted

by the fact that more than 50 per cent of its present carrying capacity was built in the last three years. Only a little more than five per cent of the United States tanker tonnage was built in the same period.

The critical state of U. S. shipping was emphasized by the gap in age between the American tanker fleet and those of the other maritime nations. The U. S. tanker fleet's average age is the oldest among the major maritime nations of the world. The average age of the American fleet is 14 years and 9 months — approximately twice the average of seven years and seven months of the world tanker fleet.

Indicating a still further decline in the U. S. tanker fleet, new vessel construction on order or under way at the end of 1965 showed the U. S. with but one tanker while Norway had 68 ships, Japan

28, Liberia 29, the U. S. S. R. 116, the United Kingdom 19, France 12, Italy 11, Sweden eight, Denmark nine and West Germany seven.

The Sun Oil report showed that the Standard Oil Company of New Jersey had 142 ships flying the flags of 16 nations. The bulk of Standard's runaway operations was under Panamanian registry — 43 ships. Only 19 of its ships fly the U. S. flag.

It is interesting to note that Joseph D'Andrea, a Standard Oil executive and an industry member of the President's Maritime Advisory Committee, voted against the Committee's majority report which recommended a program to strengthen American-flag ships including the tanker segment.

In terms of deadweight tonnage, the Standard fleet makes it the largest operator of tankers in the world.

85 Seafarers Licensed As Engineers; Nine More Complete Union Training

Engineer officer licenses have gone to nine more Seafarers who have passed the U.S. Coast Guard examination after preparing at the Engineers Training School, jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. A total of 85 Seafarers have now received their engineer's license from the school as a result of the upgrading program.

Of the nine newly licensed SIU men, three received licenses as Third Assistant Engineer and six Seafarers obtained licenses as Second Assistant Engineers.

Seafarers who received their licenses as Third Assistant engineers were:

Fritz Rethemeyer, 41, who sailed as a fireman-water tender and has been a Seafarer for eight years;

Sam Telech, 43, who shipped out as a fireman, oiler and fireman-water tender, and has been an SIU member for 23 years;



Rethemeyer Telech

Hilmer Parsons, 48, who has sailed as fireman-water tender, junior engineer, pumpman, deck engineer, refrigerator engineer and electrician. He has held his book since 1945.

The newly licensed Second Assistant engineers are:

Walter Fleishman, 43, who has been with the SIU for 22 years and sailed as a fireman and oiler;

Charles Palmer, 45, who sailed as a pumpman and FWT and has had his book for 21 years;

Donald Bowtell, 35, who sailed as a pumpman, deck engineer, and FWT has been in the SIU for seven years;

Wallace Purdue, 40, who shipped out in all engine room ratings



Fleishman Parsons

and has been an SIU member Seafarer for 22 years;

Lawrence Keneker, 43, who shipped as a FWT and has been sailing SIU since 1947;

Gordon Owen, 43, who has sailed as a FWT and deck engineer and has been an SIU member for 11 years.

The joint SIU-MEBA District 2 upgrading school is the first training program of its kind in American maritime history. The school offers Seafarers and Engineers qualified instruction in preparing for their third assistant engineers licenses, temporary third assistant engineers licenses or original second engineer licenses in either steam or motor vessel classifications.

The school is operated under a reciprocal agreement between the Seafarers International Union and

District 2 of the Marine Engineers Beneficial Association. Seafarers who enroll in the program obtain meals, hotel lodgings and subsistence payments of \$110 a week while in training for their licenses.

Engine Department Seafarers are eligible to apply for any of the upgrading courses offered by the school if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in



Palmer Bowtell

the engine department plus six months' experience as a wiper or equivalent.

Seafarers in the engine department who are interested in the program should obtain additional information and apply for the course at any SIU hall or write



Purdue Keneker

directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York, 11232. The telephone number is HYacinth 9-6600.

VOTING AGAINST THE AMENDMENT—117

- | | | |
|----------------------|------------------------|------------------------|
| Albert (D.-Okla.) | Hays (D.-Ohio) | Pucinski (D.-Ill.) |
| Ashley (D.-Ohio) | Hechler (D.-W. Va.) | Purcell (D.-Tex.) |
| Bandstra (D.-Iowa) | Holifield (D.-Calif.) | Race (D.-Wisc.) |
| Beckworth (D.-Tex.) | Holland (D.-Pa.) | Redlin (D.-N. D.) |
| Bingham (D.-N. Y.) | Ichord (D.-Mo.) | Rees (D.-Calif.) |
| Bolling (D.-Mo.) | Jacobs (D.-Ind.) | Reid (R.-N. Y.) |
| Bradesmas (D.-Ind.) | Jarman (D.-Okla.) | Reuss (D.-Wisc.) |
| Bray (R.-Ind.) | Johnson (D.-Calif.) | Rhodes (D.-Penn.) |
| Brock (R.-Tenn.) | Johnson (D.-Okla.) | Rivers (D.-Alaska) |
| Brooks (D.-Tex.) | Jones (R.-N. C.) | Roberts (D.-Tex.) |
| Brown (D.-Calif.) | Jones (D.-Ala.) | Rogers (D.-Tex.) |
| Broyhill (R.-N. C.) | Jones (D.-Mo.) | Ronan (D.-Ill.) |
| Burleson (D.-Tex.) | Kastenmeier (D.-Wisc.) | Roush (D.-Ind.) |
| Cabell (D.-Tex.) | Kee (D.-W. Va.) | Royal (D.-Calif.) |
| Callan (D.-Neb.) | King (D.-Calif.) | Scheuer (D.-N. Y.) |
| Cameron (D.-Calif.) | Kirwan (D.-Ohio) | Schmidhauser (D.-Iowa) |
| Clark (D.-Penn.) | Kluczynski (D.-Ill.) | Sikes (D.-Fla.) |
| Cleveland (R.-N. H.) | Long (D.-La.) | Sisk (D.-Calif.) |
| Collier (R.-Ill.) | McClary (R.-Ill.) | Smith (D.-Iowa) |
| Conyers (D.-Mich.) | McDowell (D.-Del.) | Springer (R.-Ill.) |
| Craley (D.-Penn.) | McFall (D.-Calif.) | Staggers (D.-W. Va.) |
| Culver (D.-Iowa) | McVicker (D.-Colo.) | Stalbaum (D.-Wisc.) |
| Dawson (D.-Ill.) | Mackay (D.-Ga.) | Steed (D.-Okla.) |
| Denton (D.-Ind.) | Mahon (D.-Tex.) | Stephens (D.-Ga.) |
| Diggs (D.-Mich.) | Matthews (D.-Fla.) | Stratton (D.-N. Y.) |
| Dow (D.-N. Y.) | Michel (R.-Ill.) | Teague (D.-Texas) |
| Dowdy (D.-Tex.) | Mills (D.-Ark.) | Todd (D.-Mich.) |
| Dyal (D.-Calif.) | Monagan (D.-Conn.) | Trimble (D.-Ark.) |
| Everett (D.-Tenn.) | Morris (D.-N. M.) | Udall (D.-Ariz.) |
| Farnum (D.-Mich.) | Moss (D.-Calif.) | Vanik (D.-Ohio) |
| Fascell (D.-Fla.) | Nedzi (D.-Mich.) | Vigorito (D.-Pa.) |
| Fraser (D.-Minn.) | Nelson (R.-Minn.) | Vivian (D.-Mich.) |
| Fuqua (D.-Fla.) | O'Hara (D.-Ill.) | Walker (D.-N. M.) |
| Gathings (D.-Ark.) | Olson (D.-Minn.) | Watts (D.-Ky.) |
| Greigs (D.-Iowa) | O'Neal (D.-Ga.) | White (D.-Tex.) |
| Hamilton (D.-Ind.) | Patman (D.-Tex.) | Willis (D.-La.) |
| Hanna (D.-Calif.) | Pickle (D.-Tex.) | Wright (D.-Tex.) |
| Hansen (D.-Iowa) | Poage (D.-Tex.) | Yates (D.-Ill.) |
| Hardy (D.-Va.) | Price (D.-Ill.) | Young (D.-Tex.) |

Paired for: Keough (D.-N.Y.), O'Neill (D.-Mass.), Hebert (D.-La.), Reinecke (R.-Calif.), Horton (D.-N.Y.), Mink (D.-Hawaii), Murphy (D.-Ill.), Morrison (D.-La.). Paired against: Reanick (D.-N.Y.), Annunzio (D.-Ill.), Ottinger (D.-N.Y.), Cunningham (R.-Iowa), Burton (R.-Utah), Scott (D.-N.C.), Weltner (D.-Ga.), Murray (D.-Tenn.).

Eight Additional Veteran Seafarers Join Growing SIU Pension Roster



Baterno Rayfuse Ward Quinn Sheber Bauers

Eight more Seafarers have joined the growing list of men who are receiving regular monthly \$150 SIU pension benefits. The latest group of Seafarers on pension includes Benedicto Baterno, Claude Rayfuse, Clyde Ward, Frank Quinn, Jacob Sheber, Stanley Bauers, Frank Vivero and Chislaen Van Raemdonck.

Baterno sailed in the deck department as AB after joining the Union in New York. Born in the Philippines, he now resides in New York with his daughter, Teresa. His last ship was the Overseas Joyce.

Rayfuse was a member of the engine department, sailing in all

blackgang ratings. Born in Nova Scotia, he now makes his home in St. Petersburg, Fla. with his wife, Ruth. He joined the Union in New Orleans and last shipped on the Steel Fabricator.

Ward, who joined the SIU in Norfolk, last sailed aboard the Madaket. A resident of Tampa,

Fla., he was born in Virginia. Ward was a member of the engine department who sailed as an oiler and FWT.

Quinn, who sailed as a bridge-man, joined the Union in the port of New York. Born in Jersey City, he lives with his wife, Margaret in Elizabeth, N. J. Quinn's last employer was the Pennsylvania RR.

Sheber became an SIU member in the port of Detroit. He was born in Mich. and makes his home now in St. Ignace, Mich. with his wife, Isobel. A cook in the steward department, his last vessel was the Mackinac Transporter.

Bauers sailed in the deck department since joining the Union in Detroit. Born in St. Louis, Mo., he and his wife, Elmira live in Mackinaw City, Mich. His last ship was the Mackinac Transporter.



Vivero Raemdonck

Vivero, a member of the steward department, last sailed on the Topa Topa. He was born in Spain and now lives in New Orleans with his wife, Rita. Vivero joined the SIU in New York.

Chislaen Van Raemdonck was born in Belgium and joined the SIU in the port of Philadelphia. He resides in that city with his wife, Mamie. The Seafarer sailed in the deck department.

The Atlantic Coast



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

Seafarers are again living up to the tradition of carrying cargoes wherever they are needed by their country without regard to personal dangers or hardships involved. In spite of Viet Cong harassments and other dangers involved in delivering military cargoes to Viet Nam, we are having little difficulty in crewing ships for the Viet Nam run.

As they did in World War II and Korea, Seafarers are again living up to their reputation as a fourth arm of the nation's defense. Those who would write off the American merchant marine as having been superseded in importance by other means of transportation should simply take a look at the huge volume of cargoes flowing into Viet Nam aboard American-flag vessels. The huge tonnages and the dedication of the men who are delivering them are the best possible proof that in peace and war, the American merchant marine remains as important today as it has been in the past.

New York



Barnes

Shipping is very good here and most Seafarers are having no trouble finding good berths. Lionel Barnes stopped by to tell us that he is now attending the FWT-oiler upgrading school.

B. T. Hanback, who just came from a run to Viet Nam stopped by the Hall to say hello and register. Nick Gaylord has just stepped off the Sea-Land Services ship Bienville after a tour as chief steward and says he is going to take a little vacation before sailing again. A. H. Ahmed, who got off the Alcoa Marketer in Houston has just come back from a run to Saigon.

Baltimore

Shipping has been good from this port and prospects for the near future look excellent. We now have the Alamar, Losmar and Trusco laid-up and waiting for orders out. No report as yet as to when these vessels will start crewing. We have paid off four ships, signed on five and have had

13 others in transit over the last period.

James Smith, who has been sailing as a Seafarer for 17 years just got off the Mount Vernon Victory after a 14 month tour. He will take a well-earned vacation before he even starts to think of shipping out again. He said the officers and crew aboard the Mount Vernon Victory were a nice bunch of guys.

Norman H. Pepler, who has been sailing in the deck department for 20 years, was recently paid off the Losmar and got set for a little vacation. He ran into some bad luck and ended in the hospital for an operation instead. He is now more fit for duty but will rest before shipping out again.

Philadelphia

Shipping has been good this month. James Winters, who sails in the steward's department and has been a Seafarer for 19-years, is about ready to go to sea again after spending the summer months at home. Jim's last ship was the Spitfire. Raymond "Jack" Riemer is on the beach and raring to go out again. Jack, who sails in the engine department, was last aboard the Commander.

William Underwood, who sails in the steward department, just got off the Jefferson City Victory and expects to be ready to sail out again in a few weeks.

Norfolk

Shipping has been very good here with future prospects looking even brighter. Roswell Sanderlin, a Seafarer for 18 years, just got off the Robin Hood where he served as bosun. He is going to grab the first ship out after enjoying a nice vacation at Nags Head, North Carolina.

Loe Llewallen, a 21-year union man, has been on the beach for some time and is ready to ship out as an AB on any vessel that comes along.

Boston



Frazer

Shipping has picked up in this port over the last period and is expected to be even better during the next few weeks.

Robert Frazer, who is now spending a little time with his family, has been a Seafarer for 20 years. His last ship was the Gateway City and he will be ready to ship again in the near future.

Puerto Rico

Albert Santiago and Tony Santiago both grabbed deck maintenance jobs on the Seatrain Louisiana which is now on the New York-Puerto Rico run. After several runs to the Viet Nam war zone Tony Caldera is holding down the bosun's job on the Seatrain New York. Walter Stovall, AB on the Seatrain New York, never fails to drop by the hall and say hello when the ship is in San Juan.

The Pacific Coast



by Frank Drozak, West Coast Representative

The Seafarers International Union has been warmly thanked by new AFL-CIO United Farm Workers Organizing Committee for the strong help the SIU gave in the UFWO's successful struggle against the Teamsters and the giant Di Giorgio farm complexes. The AFL-CIO farm workers unit recently won bargaining rights to represent the farm workers as the culmination of a long uphill struggle against the teamsters and the Di Giorgio Corporation. William Kircher, AFL-CIO director of organization and Cesar Chavez, leader of the new AFL-CIO union, warmly thanked the Seafarers International Union for its hard work and help in the final days of the organizing drive.

The Washington State AFL-CIO Convention in Tacoma has strongly backed Representative Thomas Pelly, (R-Washington) for re-election to the First District. Congressman Pelly is a friend of the United States merchant marine and Maritime Unions and has gone on record for establishing an independent Maritime Administration in order to foster a strong American merchant marine.

San Francisco

Shipping here in the Port of San Francisco is still very good and there are many berths open for AB's, oilers, FWT's, electricians, cooks and bakers.

Playing off over the last period were the Pan Oceanic Faith, Express of Virginia, Ocean Joyce, Rachel V., Steel Traveler, Jefferson City Victory, Express Buffalo and the San Francisco.

Crews are signing on aboard the Couer De Alene, Express Buffalo, Pan Oceanic Faith, Rachel V., Express Virginia, Steel Worker, Ocean Joyce and the San Francisco. Ships in transit were the Free America, Young America, Santa Emilia, Portmar and Keva Ideal.

M. T. Doherty, in from Detroit, is looking for a bosun's job on any ship going out. Brother Doherty has spent most of his shipping days in the Great Lakes area and is a 22-year member of the SIU. L. Rinker just got off the Express Buffalo after spending two months going to the Far East. He is now on the beach waiting for the next SIU-manned vessel going to Viet Nam.

Seattle

Shipping has been excellent in this port and any man who wants to ship out in a hurry should come to Seattle. Vessels paying off and signing on during the last shipping period were the Express Baltimore, Council Grove, Anchorage, Fairisle, Seatrain Victory, Carrol Victory, Seattle and the Mankato Victory. The Bethflor was in transit.

Harry E. O'Brien, who sails in the deck department, has been on the beach for a couple of months. His last vessel was the Brigham Victory and his is ready for a grain run on the next ship going out. John J. Pietrzak has just stepped off the Robin Hood which



Pietrzak Ward

was on the South African run. He sails in the steward department and has been in the SIU for 20-years. Pietrzak is ready for a ship going anywhere. John Ward, who was last at sea aboard the Anchorage as a messman, plans to take it easy for a while before shipping out again.

Wilmington

Shipping here has been running a little slower than last period but Emil G. Glaser dropped by the Hall to let us know that he is now a very happy man. He said that thanks to the SIU Engineer Training School he is now a second assistant engineer aboard the Steel Architect. Bill Hart dropped in to register and was shipped right out as a deck engineer aboard the Penmar.

Yarmouth Castle Fire Victims File Lawsuits Totaling Over \$59 Million

WASHINGTON—The Federal Government has set the partial cost of the damage claims resulting from the disastrous fire and sinking of the run-away-flag cruise liner Yarmouth Castle at more than \$59 million.

The figure was announced by Federal Court Judge David W. Dyer as a battery of lawyers worked on the preliminaries for the trial of the suits. The judge noted that the figure represented only 440 claimants who requested a specific sum. It does not include the many additional suits whose costs are being left up to the courts to decide. The suits are being filed against the Chadade Steamship Company and its subsidiaries, Yarmouth Cruise Lines and Yarmouth Cruises Inc.

The high money cost of the disaster has moved the United States Senate not to include a provision in the recently-passed cruise ship safety bill that will compensate the relatives of American passengers who might lose their lives in future disasters. Many

legislators felt that the compensation clause as it now stands would not properly protect passengers fiscally.

A spokesman for the Senate Commerce Committee said that the liability clause has been set aside for further study. The new special liability measure is expected to be designed to eliminate an old law that limits shipowners to only \$60 a ship ton in compensation in case any passenger was injured or lost his life in a shipboard accident at sea. The liability measure is also expected to cover any fiscal gaps left over by the ship safety bill.

The ship safety bill has been passed by the Senate after repeated calls for such a measure from the SIU and other maritime unions.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



A very good friend of the SIU and Labor, James H. "Jimmy" Morrison is in a Democratic primary run-off for Louisiana's sixth Congressional District. Morrison was top man in a field of six and missed winning the first primary by about 500 votes with approximately 143,000 votes being cast. All SIU members are urged to give their full support to Morrison.

The Greater New Orleans AFL-CIO Council is supporting the Hotel, Motel and Restaurant Employees and Bartender's International Union in its drive to organize some 30-40,000 unorganized hotel and bar workers in the New Orleans area. The organizing drive is aimed at raising the substandard wages of hotel and bar workers here.

The New Orleans AFL-CIO and the Maritime Council of New Orleans and vicinity celebrated Labor Day with a pre-Labor Day celebration at the Seafarers' Hall on September 1. More than 500 persons attended the celebration and House majority whip Hale Boggs (D-La.) was the principal speaker.

New Orleans

Jack (Gator Mouth) Bates is back on the beach after a pleasant two-month trip to Greece as a steward on the Penn Challenger. Gator Mouth hated to leave the ship because he said it was a very good vessel with a top-notch crew from top to bottom. It has been six weeks since he last



Wood

Bates

worked on the Penn Challenger and is now ready to take the first steward's job that he can find on any ship, any run. Jack B. Wood, chief cook on the York for 19 months, dropped by the Hall to pick up his \$1,162.24 vacation check. He has made six trips to India aboard the York and is not

Port Arthur To Add Huge Grain Elevator

PORT ARTHUR, Texas—Predictions that Port Arthur would become one of America's major ocean ports were voiced recently by port director Dow Wynn.

The reason for such enthusiasm is the recent approval of an expansion program that will cost \$9.5 million. Upon completion the port's present complex under Port Authority control will be doubled. This is the second \$9.5 million expansion program approved.

Port Arthur is currently a major petroleum port, but the new expansion program has as its intention the turning of Port Arthur into an all-commodity port to service the Gulf area. To do this the upstream area around the port would be used as the site for development of a three million bushel grain elevator.

The terminal will be operated, under lease, by the Manhattan Grain Terminal Corporation who are affiliated with Transeastern Associates, owners of the SIU-manned Manhattan, the world's largest cargo carrier.

in any hurry to ship out again. He said he likes India and would like to go to Bombay when he retires.

John Sansone, who last sailed on the Del Sud, was forced to get off after two trips because of stomach trouble. He now has a not-fit-for-duty rating. When he is well enough Sansone hopes to ship out again on another Delta Line ship. John (Basco) Pennino, also on the beach with a not-fit-for-duty rating after two trips aboard the Del Sud as 2nd pantryman, will also wait for a Delta Line passenger ship when he's well enough to sail.

Mobile

Shipping is good from this port at present with the beach small and no laid-up ships.

Frank E. Edmonds, who sails in the deck department, has just come back from a fast trip to Europe aboard the John B. Waterman. Edmonds, who is married and makes his home here, has been shipping out from Gulf ports for the last 25-years in various deck ratings. Orie A. Wilson, who last shipped out aboard the Free America, has been sailing from this port for the last 20-years. Married with two children, Wilson is on the beach waiting for the birth of a third child.

Louis E. Hartley, who sailed in the engine department aboard the Free America, has been shipping out of the Gulf Area for 26 years and has now chalked up two trips as an oiler on vessels that went to Viet Nam. Leroy Eckhoff was chief electrician aboard his last ship, the Claiborne, for several trips on the Puerto Rican run. He has been a SIU member since the start of the Union.

Houston

Johnny Chestnut, an old deck department hand is on the beach and studying hard to upgrade himself to an AB rating at the AB's school. Another deck department old-timer, Charles Sawyer, is also seeking to upgrade himself at the school.

Meany Stresses U.S. Labor's Role In Supporting Free-World's Unions

The AFL-CIO plays a "very important leadership role" in supporting free trade unions and exposing Communist unions as government fronts, Federation Pres. George Meany and other panelists agreed on the Georgetown Forum, broadcast from Washington, D. C., with tapes of the interview made available to some 300 radio stations around the country.

A second discussion along the same lines was televised for showing over NBC Channel 4 and educational TV Channel 26 in Washington.

Meany said American trade unions work with the Intl. Confederation of Free Trade Unions, the American Institute for Free Labor Development and labor movements in Latin America, Africa,

New Safety Rules To Protect Seafarers From Toxic Fumes

A meeting between SIU Safety Director Joe Algina and Captain Jack O'Brien, Sea-Land Safety Representative, has formulated strict safety regulations aimed at preventing injuries to Seafarers caused by toxic fumes from leaky containers, which has been a problem of growing concern in recent years.

In July of this year, for instance, crew members of the Sea-Land vessel Fairland were hospitalized, victims of a leakage of one of the tank containers aboard. The containers were filled with tolylene diisocyanate. The leak was discovered after one day at sea.

Contact with this liquid, or its fumes, can cause severe lung damage, serious skin burns and harmful eye irritations. Tolylene diisocyanate and toxic materials like it pose a modern safety hazard to seamen.

The meeting resulted in the development of a stringent set of regulations for checking tank containers prior to their being loaded, and provides for checking them aboard ship prior to sailing. An elaborate and specific control tag will keep tabs on each individual container so that inspection responsibilities may be accurately policed. It is anticipated that in this way leakage may be discovered before it becomes a safety hazard at sea.

Retirement Bound



SIU oldtimer Frank Walter (right) picks up his first regular monthly pension check from SIU rep. Joe DiGiorgio at New York headquarters. A former member of the deck department, Walter joined the Union in Baltimore, where he now lives with his wife Virginia.

Asia and Europe. The joint objective, he said, is "to maintain worker freedom" and encourage workers to "develop unions by which they can improve their own lot" and at the same time help develop "a good type of society in their own countries."

Communist propagandists try to confuse workers, Meany reported, by giving words like "trade union" and "people's democracy" a totally different meaning than in free lands.

"What they term a trade union," he observed, "does not represent the workers, it represents government."

Meany recalled a story in the Soviet newspaper Trud which in 1964 accused union officials of deviationism for wanting unions to have a voice in setting wages and production quotas.

"Production norms and wages, the article went on to say, are the province of the party and nobody else. In other words, the Communist Party decides what the wages are, what production they expect from each worker," Meany commented.

"The so-called union is concerned with absenteeism, and rewarding workers for keeping up production by perhaps allowing them to go to a state-owned vacation spot for a week."

Meany appeared on the program after returning from an ICFTU executive board meeting in Brussels, Belgium. Also present to discuss the subject "How American Unions Help Labor Abroad" were Dr. James D. Atkinson, Georgetown University professor of government; John Fisher, president of the Institute of American

Strategy, and program Moderator Wallace Fanning.

Atkinson said he agreed with Meany that Communist lands say they have unions but "actually . . . their unions are used primarily to control the workers."

Inside the Soviet Union, Castro's Cuba and Red China, Dr. Atkinson commented, "there is no such thing as a right to strike. This simply doesn't exist."

Meany gave this summary of the AIFLD programs as an example of the federation's work with unionists of other countries:

"We bring to this country an average of 100 to 150 students each year who are trade unionists . . . and we give them a three-month course in the rudiments of basic trade unionism. At the same time they get a look at the type of society that we have here. Then we send them back to their own countries and support them" for nine months while they act as class instructors in organizing, collective bargaining, grievances, and free trade unionism.

AIFLD has a social projects division which, under contracts with the Agency for Intl. Development, builds housing for workers with U.S. unions guaranteeing the loan, Meany said.

Fanning reported that the World Marxist Review for March 1966 made a "bitter attack" on the AIFLD as an "imperialist" tool and demanded that Latin labor "combine legal and illegal work" and prepare instead for mass struggle.

Meany said American labor is interested in seeing that workers remain free to raise their standards of living and to maintain "our own freedom here at home."

SIU Company Seeks 5 Victory Ships Under Bareboat Charter Agreement

WASHINGTON—Trans-World Corporation, agents for the SIU-contracted Oceanic Ore Carriers and American Oceanic Corporation, has announced that it is willing to pay the cost of reactivating five Government-owned Reserve Fleet Victory ships provided it is allowed to bareboat charter them.

A bareboat charter is a hiring arrangement under which the shipping line takes over a vessel completely except for outright ownership. Under this charter the company keeps the ship in repair, hires the crews, operates the vessel and even hires it out, but returns it to its original owner at the end of the bareboat charter.

Trans-World said that it wanted the Victories for a four-year period and during that time wished to re-charter them on a time-charter basis to the Military Sea Transportation Service.

Bareboat chartering of the recently broken-out Victory ships, the company said, "clearly meets the public interest." It noted that the United States Merchant Marine is suffering from a lack of merchant vessels and said the "proof that the trades in question are not adequately served is furnished by the Government's continuing and increasing withdrawal of vessels from the Re-

serve fleets for MSTs use under General Agency Agreements.

The use of General Agency Agreements to reactivate vessels, the company said, is not really beneficial to the Government. Under a General Agency Agreement, the Government has to bear the "entire cost of vessel breakout. In addition, the Government assumes the risk of having to amortize the breakout cost over a short period of time if the Government's need for the operating vessel is short-lived."

The company said that it estimated the breakout costs to run "somewhere between \$350,000 and \$500,000 per vessel. In addition, the bareboat charterer assumes the risk of amortizing breakout cost in the event that due to circumstances beyond his control the bareboat charter is terminated by the Government."

Trans-World requested a speedy decision from the Maritime Administration so that it could act quickly and get to work operating the Victories.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Aug. 26 to Sept. 8, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	8	5	4	3	0	26	4
New York	90	33	73	34	40	319	83
Philadelphia	11	3	3	4	2	35	15
Baltimore	16	20	21	13	3	110	33
Norfolk	7	8	7	5	2	32	14
Jacksonville	11	2	3	0	1	19	5
Tampa	2	3	2	7	3	9	3
Mobile	18	6	23	9	10	70	12
New Orleans	68	31	44	9	12	165	81
Houston	45	31	47	19	12	164	52
Wilmington	10	2	7	1	12	30	1
San Francisco	63	21	32	22	37	66	1
Seattle	36	17	16	15	26	52	5
Totals	385	192	282	141	160	1,097	309

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	4	4	2	3	7	1
New York	81	40	59	30	34	313	79
Philadelphia	8	9	4	7	2	20	14
Baltimore	21	8	22	15	3	65	26
Norfolk	4	7	2	3	2	25	16
Jacksonville	3	6	4	4	4	6	6
Tampa	3	5	4	4	1	10	6
Mobile	19	12	15	10	4	36	7
New Orleans	21	30	22	25	22	101	61
Houston	36	25	32	18	8	165	45
Wilmington	12	7	5	5	11	13	1
San Francisco	24	22	19	7	35	30	2
Seattle	20	11	17	9	23	24	5
Totals	253	186	209	139	152	815	269

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	6	3	3	3	11	5
New York	64	11	54	13	47	164	36
Philadelphia	5	5	5	1	5	21	8
Baltimore	15	8	21	12	5	72	24
Norfolk	2	11	1	7	7	12	31
Jacksonville	3	0	0	0	3	9	1
Tampa	2	4	6	1	1	12	1
Mobile	17	5	15	7	2	49	6
New Orleans	53	21	29	31	14	145	70
Houston	23	11	19	11	13	72	38
Wilmington	10	4	4	9	9	17	1
San Francisco	38	5	22	4	40	36	1
Seattle	21	9	14	6	12	13	3
Totals	256	100	193	105	161	633	225

The Great Lakes

by

Al Tanner, Vice-President and Fred Farnen, Secretary-Treasurer, Great Lakes

The month of August was a busy one here in the Great Lakes District. Besides electing union officers for the 1966-68 term final negotiations were settled on an industry-wide vacation plan which will become effective January 1, 1967. On that date all companies under contract to the Seafarers International Union, Great Lakes District will contribute to the plan, which will be known as the Seafarers Vacation Fund, Great Lakes District.

The vacation plan, unlike earlier ones, covers all members of the Union, both permanent men and relief men. Under the old company plan relief men did not receive credit for accumulated days. Now, with this additional coverage, we believe the relief man will be able to ship out more often. The qualifying period is 120-days for full benefits and 90-days for reduced benefits.

An SIU clinic is now operating in Cleveland for Union members and their families. The Cleveland clinic is located at Dr. Castle and Associates, 200 Republic Building, Cleveland, Ohio 44115. We urge all Seafarers living in the area to take full advantage of the many facilities offered by this clinic. All members will be required to have physical examinations and possess clinic cards prior to fit-out in 1967. We now are operating clinics in Duluth, Alpena, Detroit and Buffalo, as well as Cleveland. Two more clinics are expected to get into operation in the near future.

An old friend and former SIU port agent Bill Stevenson was in town last week. Bill is now receiving his monthly pension check

and taking life very easy in Smyrna Beach, Florida. Bill had shipped out for many years as wheelsman on the South American and he sends his very best wishes to all former shipmates.

Foreign-flag ships are still dominating the grain trade here and the figures up to July 31, 1966 reflect that American-flag vessels are only carrying 11½ per cent of the grain cargoes. Canada is still the number one grain shipper having carried 587 cargoes or 60 per cent of the grain shipped out up to that period. Deep Sea foreign-flag vessels carried 282 cargoes or 28½ per cent of the trade. American ships carried 114 cargoes.

Shipping is still good and with the recent lay-up of the Bob-Lo boats, we expect to fill berths aboard other vessels with these crews. The Milwaukee Clipper and the South American will also end their season shortly and the men from these vessels should have no trouble finding jobs on other SIU Lakes vessels.

Labor Day in Detroit was highlighted by President Johnson's visit. The Chief Executive was given an enthusiastic welcome by organized labor. His Detroit appearance was sponsored by the AFL-CIO in memory of Senator Patrick V. McNamara, Democrat from Michigan.

THE INQUIRING SEAFARER

QUESTION: What is the best nickname you ever heard at sea and how do you think the fellow got that name?

"Red" Priolo: I knew a fellow once who was the spitting image of "Popeye" the sailor-man, the cartoon character. He had no teeth and a drawn-in mouth and his expressions and mannerisms were exactly like Popeye's. He even sounded like him. He liked the nickname.

A. Romero: "Flat-Top" is a nickname that sticks in my mind. This Seafarer I knew was a dead ringer for the character in the Dick Tracy comic strip. The cut of his hair and the shape of his head earned him the nickname. After a while, he felt you didn't know him if you called him by his name instead of the nickname.

Frans De Keyzer: I remember

a chap I sailed with on a Steel ship a number of years ago. We used to call him "Mousey" because he looked like a mouse. Although he wasn't in the least way meek as a mouse he never seemed to mind that he got labeled with that particular nickname.

Pedro Vega: I sailed with a man once who loved to talk. It seemed that he was always talking, so the crew called him "Victrola." He was just like a record and it seemed there was never a moment when he wasn't talking, although he was a pretty good guy otherwise.

S. White: I knew a guy once, who actually changed his name to the nickname he got. He collected so many cars that instead of John Smith, he was called "John Car." He bought a number of heaps second hand, some of which he drove himself, others he gave to his wife.

ICC Approves 'Unit Train' Rate Reductions

New Railroad Rate Cuts Threaten Gt. Lakes Waterborne Coal Traffic

TOLEDO—The Lake Carriers Association has accused the New York Central Railroad of a "calculated program to wipe out vessel carriage of coal off the Great Lakes" and the use of "monopoly control" over the rates from Sunnyhill, Ohio to Toledo following an ICC refusal to suspend railroad rate reductions.

At issue is a New York Central Railroad reduction of rates for the transport of coal from Sunnyhill to Essexville, Michigan when unit trains are used. This reduction will help unit trains take over the coal trade that was formerly carried on a rail-water route via the port of Toledo. This would be the third largest piece of regular Great Lakes coal traffic lost to unit trains.

The railroad weapon, unit trains, operate only between two points so they can rush back empty to their point of origin and refill.

A spokesman for the Lake Carriers Association said that his group does not fear "mere hard competition" from the railroads but is disturbed over the monopolistic trend of unit trains. If the rail rates to Essexville had been accompanied by a similar reduction in the rate to the Toledo Docks, "the situation would be different" and the waterway operators could compete more effectively, he said.

Both the Lake Carriers group and the Port of Toledo rapped the Sunnyhill-Essexville rate on the grounds that the Central did not make proportional reductions for the rail-water route. Such selec-

tive rate cutting is used by the railroads to force competing water carriers out of business, after which the railroads can hike prices as high as they wish.

The Toledo authorities said that despite the fact that the distance from Sunnyhill to Toledo is half that from Sunnyhill to Essexville, the rail rate to Toledo is \$2.35 a ton while the unit train rate to Essexville is \$2.20 a ton.

The Port of Toledo is particularly affected because the Interstate Commerce Commission has refused to suspend the reduction on the railroad rate for the transport of bituminous coal in unit trains from Sunnyhill to Essexville. The movement of coal in this manner will bypass Toledo which normally handles one million to 1.5 million tons of coal annually. This coal is moved there in trains and then shipped to Detroit by water.

The ICC action is expected to encourage further railroad incursions into the waterway traffic in coal. Traditionally in rate decisions affecting both railroads and inland waterway operators the ICC has consistently favored the railroads.

If the Port of Toledo plans a

new move to stop the discriminatory rates it will have to file a formal complaint with the ICC against the New York Central's all-rail rates from Sunnyhill to Essexville. In this type of complaint the burden of proof that the rates violate any Federal law would rest upon the port, and would therefore put the port at a disadvantage in fighting its case.

Another try by railroads to take away Great Lakes coal traffic from inland waterway operators is being made by the Norfolk and Western Railway whose unit train rates are expected to affect the Lake Erie movement of coal.

SEAFARERS AND THEIR FAMILIES:

REGISTER and VOTE!



Industrial Bond Financing Rapped As Anti-Labor Aid

Assistant Director Frank Fernbach of the AFL-CIO's Department of Research recently urged Congress to put an end to state and local industrial bond financing, charging that the practice has been used by unscrupulous public officials in certain states to lure "runaway shops" to their areas with promises of cheap non-union labor and other inducements.

Organized labor has long been concerned about the runaway shop. Now, with this idea of industrial piracy growing and spreading, the trade union movement is more concerned than ever before and is taking vigorous steps to combat this spreading menace.

The plot of industrial bond financing is one of the most vicious of all devices used to induce a plant to forsake its community and employees and become a runaway.

The intent of Congress in giving state and local governments authority to issue tax-free bonds was that it be used exclusively for public purposes such as schools, highways, hospitals and the like. However, the AFL-CIO pointed out to Congress, a growing number of communities are using tax-free bond revenues in building industrial sites to lure business from other areas.

When these community-financed plants and factories are leased to employers, no capital outlay is required and rentals can be charged off as production costs, giving such employers a special tax advantage. Worse yet, these prospective companies are often permitted to buy the bonds issued to finance their own plants, thereby realizing added income in the form of tax-free interest payments.

In inducing businesses to relocate in their areas, such state and local officials normally prey upon the fact that their citizenry suffers under the burden of unemployment, job insecurity and low wages. The fact is advertised that in such locations the prospective runaway employer will not be bothered by labor unions, stressing the fact that there is a vast supply of cheap non-union labor available to be unjustly exploited.

The problem of these runaway shops has been growing at an alarming rate in recent years. Hundreds of thousands of American workers have been victimized by plant piracy spurred by sweatshop wages, sub-standard state labor and welfare laws, and the inducement of governmentally subsidized industrial bond financing.

Even without government action there is something that can be done to help alleviate the problem. These runaway plants, taking unfair advantage of a cheap non-union labor supply and unfair tax exemption, cannot hope to sell all their products to the low-paid workers in the areas where they relocate. By looking for the Union Label before purchasing any product the American consumer can make it impossible for these runaways to exist. All the illegal and immoral advantages in the world won't help them if nobody buys their products.

LABOR ROUND-UP

The Sheet Metal Workers International has won its third straight representation election as part of a joint AFL-CIO organizing drive in Columbus, Ohio. The union beat a 21-year old company union in an election at the Lennox Industries, 291-253. There was 583 eligible to vote.

The Retail, Wholesale, Department Store Union has continued its successes in Alabama, organizing more than 200 workers in three separate representation elections. The three new union plants are the A. R. Taylor Veneer Co., the Griffith Packing Company and the Centralio Farmers' Co-op. A majority of workers in each of the plants are Negro.

The AFL-CIO has called on all affiliates to cease utilizing the services or subscribing to the products of the Bureau of National Affairs, a Washington-based reporting service, until the company reaches an honorable contract and strike settlement with the Washington-Baltimore Newspaper Guild. The AFL-CIO Council declared the strike was made necessary "because of the adamant refusal of BNA to negotiate a collective bargaining agreement satisfactory to Guild member employees." BNA management has taken an "obstinate position," the Council said, and until it offers conditions leading to an honorable termination of the strike,

unions should not use its services.

The Textile Workers Union of America has won a major organizing victory at the Pepperell Mills at Lindale, Georgia, its third southern success in recent weeks. The vote in the NLRB representation election was 1,139-917 for the TWUA. Earlier the union had won bargaining elections among more than 600 workers at Raybestos-Manhattan, Inc., North Charleston, South Carolina, and in a 300-worker unit at Spofford Mills in Wilmington, North Carolina.

President Johnson has announced that he will reappoint Gerald A. Brown, a career civil servant, to a second five-year term as a member of the National Labor Relations Board. The U.S. Chamber of Commerce strongly opposed Brown's reappointment, accusing him of being improperly pro-union but not submitting evidence to back the charge. Several businessmen wrote Johnson opposing Brown, and the C of C was reported to have suggested five other candidates to the President. Brown joined the NLRB staff in February 1942. He served as a field examiner in the Chicago, Atlanta and Memphis offices and from 1947 until his first appointment to the Board by the late President Kennedy in 1961 he served as San Francisco regional director.

"It's Me Poor Mother I'm Thinking Of!"



The High Cost of Profits

"Profits Boom—Economy Soars—Productivity Breaks All Records." Newspapers across the country have been blaring these headlines across their front pages for some time now and from a casual glance it would appear that all is well within the American economy.

With profits and productivity surpassing all existing records it could be assumed by the reader of these headlines that the well-heeled American businessman is sharing the wealth with the American consumer by lowering the price of his goods to coincide with his good fortune.

However, the American businessman has developed his own peculiar brand of mathematics. Instead of lowering or at least stabilizing his prices he raises them. To justify the increases he then claims that the high wages won by unions are the reason for his price increase and that any effort on his part in lowering the cost of his product would surely result in economic disaster.

A person would not have to be an economist to discover the illogic and deception which

this explanation represents. Profits are computed after all fixed costs of production—including wages—are added on the balance sheets of a corporation.

It is obviously not "union wages" which are responsible for the price increases. The reason behind the big increases can be defined very simply as "greed."

As always, it is the American consumer who is penalized for this profit greed through a reduction in his purchasing power at the marketplace. He is viewed by American business solely as a contributor to profits—never as one who shares through a reduction in the price of goods.

The unions, cast in the role of whipping boy by management and many newspapers throughout the country, is a convenient explanation for the continuing rise in the prices in consumer goods. However, it is clear that upon examination this explanation is inaccurate and if a finger is to be pointed it can only be at a profit-hungry American business community.

The Elections: What They Are All About

All American workers have an important stake in the politics of our nation. The way in which they participate in the national politics is by voting in all city, state and federal elections.

The laws and policies which are effected by the legislative and executive branches of our government affect the welfare and security of everyone and the people who are entrusted with the responsibility of government must be of direct concern to all of us.

Important elections are coming up in November. Their importance should not be underestimated. They involve more than the personalities of candidates.

As the Committee on Political Education (COPE) of the AFL-CIO points out, the 1966 election involves a lot of things which American workers are concerned with.

Like health care and doing something about our strangled cities.

And providing the means for a better education for all children. And doing something about the problems of the poor—and the children of the poor.

And making sure that there is equality for all. And ridding our communities of slums and making jobs available for all employables.

And we in the vital maritime industry have a special concern in the elections because it is so subject to laws and regulations that can spell the difference between its survival and its extinction.

As workers, and as Seafarers, we must elect those candidates who will best protect our interests and welfare.

Make sure you, and the other eligible members of your family, register and vote this year.

On SIU Ships

AMONG the many vessels calling and paying off recently in SIU ports were the Fairland, the Steel Surveyor and the Long Beach. As usual the most interesting thing about each of them were their Seafarer crew members and what they were doing. Here then are some shots of some of the SIU men aboard the vessels as recorded by a SEAFARERS LOG photographer.

SS Fairland



Ruperto Gautier and Ronnie Crain were among the SIU-crewmembers of the Fairland which docked recently in Port Elizabeth with a container cargo after the Sealand-owned ship completed a coastwise trip. Ruperto sailed in the Steward department as a pantryman while Ronnie sailed in the Deck department.



Tony Rabago, BR, is packing the crewman's laundry while he and fellow crewmembers await payoff. The ship arrived in port several hours late after it was caught in a storm.



Ruperto Gautier, of the Steward department, is shown squaring away some tidbits in the ship's pantry after Seafarers had enjoyed late snack.



Ramon Aguiar, chief cook, helped keep Seafarers well fed during the voyage. Ramon takes time out to grab a cigarette while waiting for his payoff.



Seafarer Richard Rodgers provides musical entertainment for two of his shipmates, Herb Buchbinder and Bob Scotti. Brother Rodgers is a great fan of Al Hirt in New Orleans.



Awaiting the payoff in messroom are, left to right, Seafarers Leon Kermarec, M. Osman, Tony Rabago, and H. Buchbinder. They agreed it was good trip.



The engine department's Ed Madeira, who sailed as an oiler aboard the Fairland, checks the gauges in the engine room before going up to the payoff.



Ed Madeira, center, goes over necessary payoff details with SIU representative Bob Matthews, left, as shipmate Ron Crain of the deck department observes the proceedings.

SS Long Beach



Engine department's G. Ortiz takes time out for a hot cup of coffee.



Jimmy Elliot of deck department checks out his papers at payoff.



Grouped around dinner table on SS Long Beach to enjoy hearty lunch are A. Guillen, Bill Rodgers, Gus Cetrakis, and Charles Misch, Jr. Long Beach was recent visitor to eastern coast and had a payoff in Port Elizabeth. The Sealand-owned ship was reported to have had a good voyage to West Coast ports and return, thanks to a good crew.

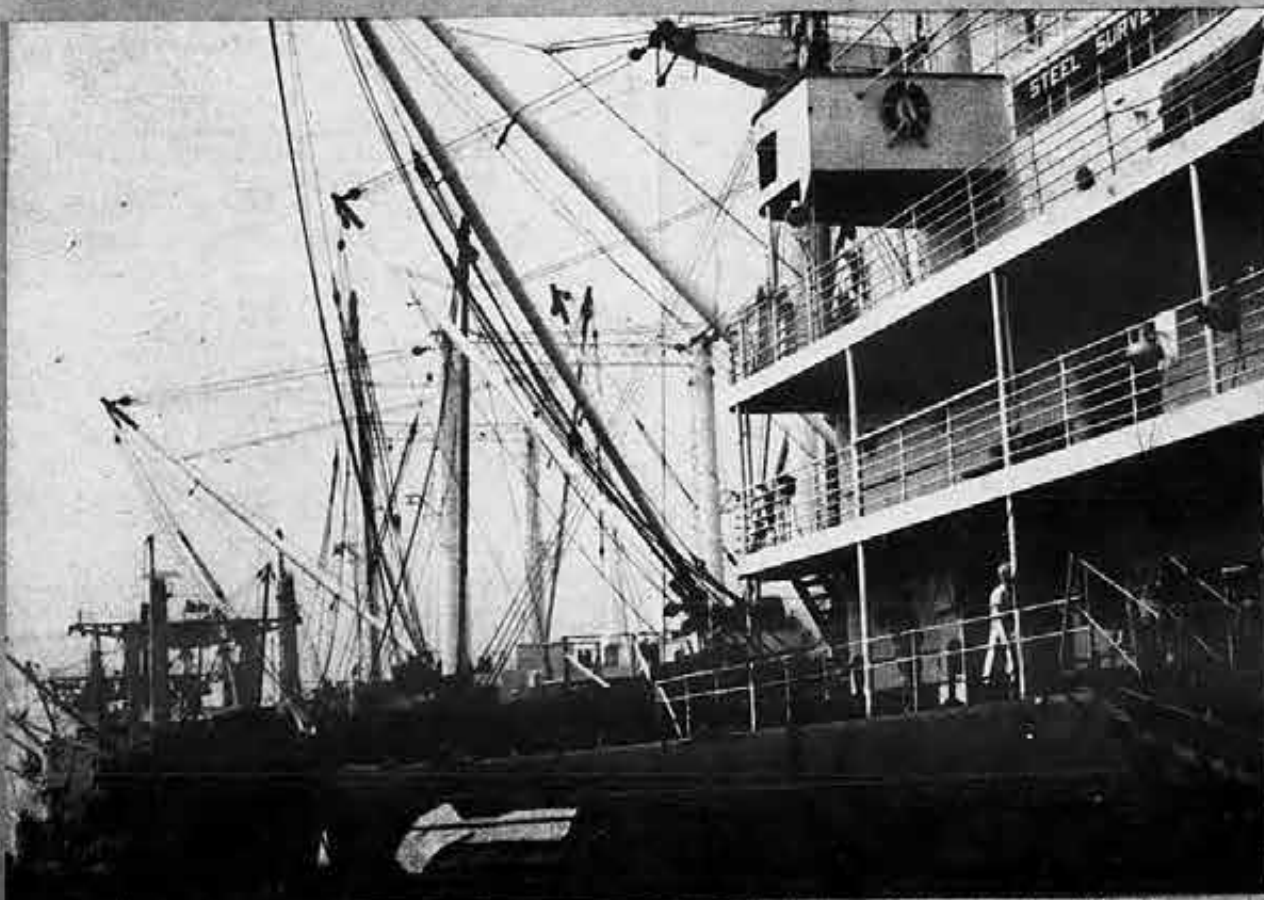
SS Steel Surveyor



John Knudsen, cook and baker, goes over some figures with the Chief Steward, L. A. Williams (glasses), while Steel Surveyor was in port at Bayonne, New Jersey, recently. All hands reported they did topnotch job.



Some veteran SIU crewmen wait for payoff on Steel Surveyor. Moon Mulling, Frank Nelson, and Al Throne all shipped in the Deck department. Throne was the bosun and Mulling the department delegate.



Several crewmembers of the Isthmian ship Steel Surveyor are seen on deck while the vessel was tied up in Bayonne, New Jersey, awaiting a payoff for its SIU-manned crew. The vessel completed a grain-run to the Far East and the Seafarers reported a smooth voyage with no major beefs.



Bill Hall, chief electrician aboard the Steel Surveyor, really isn't nude while he reads the LOG. It's just the angle that he was caught by the photographer. Bill is a 19-year veteran of the SIU.

'Right-to-Work' Laws, Low Wages Still Go Together, Govt. Study Shows

WASHINGTON—Statistics recently released by the Department of Labor once more show how closely low wages and state "right-to-work" laws go together.

During the past five years, the report says the South has built up industry at a faster pace than most of the rest of the nation—but at a price. Southern workers are still the lowest paid in the nation, with southern factory production workers earning an average of \$84.18 as compared with an average of \$125.05 in 10 heavily organized Northern States.

As a rule low Southern wages are generally blamed on the fact that the South has been largely agricultural with a corresponding low wage farm worker level. Most Southern farm workers are Negroes. The Labor Dept.'s statistics, however, are limited to non-farm jobs so that the wage comparison with the industrialized North is relevant.

The Labor Dept. attributed the

variations in earnings between the North and South to differences in the type of manufacturing—automobiles, aircraft and machinery in the North and textiles and other soft goods in the South.

It failed to draw conclusions that are much more familiar to the American labor movement—runaway plants that have been attracted to the South because of its low wage promises and the existence of "right-to-work" laws that have been tailored to maintain this same low-wage scale and to keep out the union shop.

Of the 10 Southern states that have shown industrial growth during the past five years, all but one is a "right-to-work" state. That

state, Louisiana, has no "right-to-work" law affecting industrial workers although it does have one that affects agricultural workers. Hardly by chance, Louisiana has the highest weekly wage level in the South—\$107.44 as compared with Mississippi which is the low man on the totem pole with a weekly average of \$74.98. Alaska with \$159.47 was high man in the North.

Top wages in the United States were registered in Flint, Michigan, where they reached \$166.26. Lowest, \$69.38, were registered in Fall River, Massachusetts, victim of the textile flight to the South.

Senate OKs 12-Mile U. S. Fishing Limit

WASHINGTON—The Senate has passed a bill setting up a 12-mile exclusive U.S. fishery zone. The measure is aimed chiefly at keeping Russian and Japanese fishing fleets away from the American coast.

The bill will add about 120,000 square miles to the 38,000 square miles set aside for U.S. fishermen within the present three-mile zone.

The measure, cleared by voice vote without opposition, has been sent to the House.

Once the bill becomes law, the Coast Guard would enforce it just as it does the three-mile zone.

The Soviet Union had previously entered into a tentative agreement with the U.S. to observe a 12-mile zone along the U.S. West Coast in which Russian vessels would not engage in fishing. The tentative agreement was reached through efforts of the SIUNA-affiliated West Coast fisherman's unions and California Governor Edmund G. Brown.

The measure would, in effect, put the United States in the same position as 50 other countries, including Canada, which have adopted the 12-mile zone. Only 15 nations still observe the three-mile zone.

The 12-mile bill has been introduced in the House by Rep. Hastings Keith (R-Mass.), who said that the longer we allow other countries to operate within our waters, the more "customary" will their presence become until, through international usage, we are forced to consider their presence as "traditional."

Here is a weekly wage comparison between the 10 Southern states which have shown considerable industrial development and the 10 Northern states where labor organizations are generally strong.

WEEKLY EARNINGS

South	North
Mississippi \$74.98	New Jersey \$112.34
Arkansas 75.03	Connecticut 113.25
No. Carolina 75.17	Oregon 117.01
So. Carolina 78.77	Illinois 117.28
Georgia 82.61	Indiana 121.66
Tennessee 85.27	Washington 122.06
Virginia 87.56	California 123.83
Florida 91.37	Ohio 127.02
Alabama 93.64	Michigan 143.79
Louisiana 107.44	Alaska 159.47

SIU-Manned Vessel Aids In Rescue Of Solo Sailor, 72, In Mid-Atlantic

The SIU-manned Sapphire Gladys played an important role in the rescue of Capt. William Willis, a 72-year-old sailor, who was stricken ill in mid-ocean during a lone voyage to Europe. Sapphire Gladys crew members spotted Willis' distress and radioed the Coast Guard, which dispatched a cutter to pick him up and rush him to a hospital.

The Sapphire Gladys and Willis' eleven-foot boat, the Little One, met 850 miles out of New York on the North Atlantic. Willis had set sail on June 22 in his small craft on a lone voyage to England. The Sapphire Gladys was bound for Holland.

After flying to New York from New Foundland where he was

hospitalized briefly, Willis said that there were times he despaired of ever being picked up. When he needed aid, he said, he saw "a few ships in the distance, but they didn't stop."

It was a magnificent moment, he related, when he saw the Sapphire Gladys. "By luck, the Sapphire Gladys came straight out of the mists, right at me, and still she passed by. I'd been waiting for weeks and I knew that I was really cooked—then she swung around."

Skipper Willis told the crewmen of the Sapphire Gladys that he thought he was suffering from a strangulated hernia. The message was related to Coast Guard headquarters in New York. The cutter Ingham was immediately dispatched to assist him.

Solo voyages are not new to William Willis. He has crossed the Pacific in 115 days and has also navigated a 204-day trip from South America to Australia.

Willis had been given honorary masters papers by the Coast Guard prior to leaving New York on his Atlantic adventure, making his captain's title official. Captain Willis first went to sea aboard a square-rigger out of Hamburg.

Before setting sail across the Atlantic Captain Willis addressed himself to today's world: "Now there are fewer and fewer things that are not easy for a man to do. To do something easy would be to submit to old age. That I will never do."



Capt. William Willis waves from 11-foot craft in which he attempted Atlantic crossing. He became ill 850 miles out of New York and was spotted by SIU ship.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Keenly aware that in an age of advancing technology it's getting harder to sell just labor, U. S. unions are making a determined effort to see that labor's children get their chance for advanced education too. In recent weeks, conferences sponsored by state and city labor councils in Ohio, New York City and other areas have spotlighted both the need for more public colleges, and for helping working families learn about financial aids.

George Meany, President of the AFL-CIO, has said that we need a national educational policy, "that will finally eliminate financial barriers to higher education," and that "the heart of such a program should be tuition-free publicly-supported institutions."

To achieve that goal of eliminating the financial barriers to higher education Lawrence Rogin, AFL-CIO Director of Education, has warned that we really need more and better low-cost junior colleges and four-year colleges in the home community of the students. Proximity always means more attendance, and also lower costs.

It is possible to attend a junior college or other public college near home as a total cost of \$500 to \$1000 a year for everything but clothing. At state universities and colleges, if you live on campus, costs now average about \$1700-\$1800 a year. At most private colleges total costs now range from \$3000 to \$3500.

Families also need realistic, detailed information on all available financial aids.

In addition to parents' contribution and students' term-time and vacation earnings the major sources of money for college are scholarships and loans.

Some unions, including the SIU, offer annual scholarship awards to children of union members. The SIU Scholarship program provides five \$6,000 scholarships annually to Seafarers and their dependents.

While most scholarships still are provided by the colleges themselves, a number of new Federal programs will be of help to moderate and low-income families. But be warned that these new programs may be more available in some areas than others, and that they are still limited in the number of students they can help. Actually, the best-informed families, who act earliest, may get the most benefit from the new Federal aids.

One new Federal program in the "work-study" awards for students from families who can contribute little or nothing towards college costs. The jobs are provided through the college. Eligible are students from three-person families with incomes of \$3200 or less; four-person, with \$4000 or less, and up to \$6200 for families of eight. Students can earn about \$275 a term under this program.

Another new Federal aid program is the "Educational Opportunity Grants." Preference is given to students whose parents can contribute less than about \$600 a year towards college. These grants range from \$200 to \$800 a year. A student in the upper half of his class may be awarded an additional \$200. But no award may exceed 50 per cent of the college's estimate of the student's need. The balance must come from other specified sources such as scholarship, loans, or earnings. The actual amount awarded is based on the family's income and size. For example, a student who is one of three children from a family with a little over \$6000 a year income, can receive \$400 a year.

Both the work-study and educational-opportunity programs are administered by the participating colleges, and application is made to them whether your child is planning to go or already enrolled. One feature that parents, and their unions and other community organizations should know about, is that the colleges have agreed to work with high schools in identifying needy promising students, and are permitted to make conditional commitments to students while still in high school.

Also, and very fortunately, the law specifically says that students merely need to be admissible or in good standing. They do not have to show superior achievement, as they must for many other scholarships.

Another growing method of assembling money for college is through loans. We would recommend them only as a last resort. In working families, the student usually has to repay himself, and begins life with what can be a heavy debt. However, a loan often can make the difference between finishing college and not.

The lowest-cost loans are the National Defense Education Act loans. The interest rate is just 3 per cent and does not start accruing until a year after graduation. If a student goes into teaching, ten per cent of the loan is cancelled for each year, up to a total of 50 per cent. You apply for an NDEA loan to the college itself.

Most Advantageous

The NDEA loans are the most advantageous. Unfortunately, the Administration has been trying to kill them off, and substitute a new program of Federally-guaranteed loans made through banks but with the interest partly paid by the Federal government if the family's adjusted income is under \$15,000.

Congress, however, enacted the new loan program but refused to eliminate the NDEA loans. This is fortunate because the NDEA loans are more likely to go to students who really need them, and also will be less costly to the Government. One authority estimates that it will cost the Government about 50 per cent more to make the new guaranteed loans through banks than through the colleges.

Moreover, not all banks may be willing to provide the new subsidized loans. Because of generally high interest rates and "tight money" this year, the banks may be able to get more interest for their funds from other types of loans.

For example, THE WASHINGTON STAR recently reported that Virginia banks were found to be either refusing to make the new loans or limiting them to depositors.



Rightist Candidates Anger Seafarer

To The Editor:

Reading about the Republicans who are going to represent their party in the fall election is like reading a sad story in an old history book in which you know what the outcome will be. They are going to lose.

The people are tired of the right-wing nuts, with the little old ladies in sneakers, with the cigar chomping fat cats, who are trying to save us from un-American plots that just do not exist.

While they holler wolf to get our attention off in one direction, they are busy stabbing us in the back with their attempts to do in the labor movement and anything that represents the little guy. It happened in Germany, but it ain't gonna happen here. Every little guy will be out in November voting against the right-wing nuts. I know I'll be there.

Paul Black

LETTERS To The Editor

Seafarer Enjoys Reading LOG

To The Editor:

The LOG is a fine publication and I look forward to reading it every time I can. It gives us a good idea of just what is really coming off in the world of maritime and I for one, find it very interesting.

It was particularly interesting to find out just how the SIU is handling the manning situation aboard the ships going to Viet Nam.

Thanks for printing the guide in the LOG as to where we can get a copy of the newspaper in the various ports we visit. It is a very handy thing to have. Keep up the good work.

Art Jones

Calefate Stories Interest Brother

To The Editor:

I think that Seafarer William Calefate is doing a heck of a good job in telling us just what is what in the ports he goes to. I have been following him for many years in the LOG and he always gets some piece of information across to us that is a big help when we go ashore.

The way the Indian merchants operate is just one of the many interesting things that Seafarer Calefate has let us in on. I would like to take this opportunity to thank him.

Harry Williams

Seamen's Efforts In Viet Nam Cited

To The Editor:

I think the recent bombing of the Baton Rouge Victory in Viet Nam has impressed on people the part played in the war effort by the merchant marine.

I don't believe our industry has been getting its fair share of credit, but without the efforts of U.S. seamen, our fighting men would not be getting the supplies they need to carry on the war. I believe it is unfortunate

that instead of encouraging the merchant marine, many people, including Government leaders, are doing their best to scuttle us.

I hope it does not take any more seamen's lives to show people that the merchant marine is doing its part in Viet Nam.

Jack Sullivan

SIU Solves Brother's Hearing Problem

To the Editor:

I was greatly pleased and happy recently when I received notice that the SIU welfare plan was granting me \$275 for a hearing aid here in Wilmington.

I went to the medical center and received my hearing aid which is an advance model and perfect for me. I do not have sufficient words to express my thanks and gratitude to the Union and the welfare plan for their generous grants to me and my wife over the past years. Therefore, I will say very humbly, "God bless you all."

Best of everything to the SIU.

Bill Hart

Back Merchant Fleet, SIU Wife Urges

To The Editor:

My husband and I want to thank you sincerely for the help we have received from the SIU Welfare Plan. We couldn't have managed a big hospital bill without it. It certainly helped by paying the greater amount of the hospital bill.

I would also like to urge other wives of seamen to get behind their husbands and write a letter to President Johnson to plead for the future of the Merchant Marine. I've already written my letter.

I hope wives of seamen understand the problems caused by the decline in American-flag ships. Perhaps many of your husbands have the same problem as mine. The sea is his life, the only livelihood he knows. So lets get behind them and write. The situation is desperate.

Mrs. Joseph Schoell

Seafarer Thinks About Retirement

To the Editor:

Having already reached the age of 60, after many years of earning my living as a seaman, I am starting to think about how I am going to spend my time when I retire.

I don't think that it is too early to give this matter some serious thought as I have seen far too many men enter their retirement totally unprepared, and all they seem to do is complain about how bored they are. It seems to me that boredom is the ailment of those who retire. We seamen have a decent pension plan that holds money worries to a minimum so that leaves us with plenty of time on our hands.

I do not think that retirement need be a retirement from life. I think that there are many hobbies and interests that can be developed so that retirement becomes a blessing instead of something that is dreaded.

It is also important for a retiree to maintain an interest in the issues that affect the nation and should also remain active in his union.

Mark Baker

SIU Member Puts Aside Easy Living In Visit With Ethiopian Tribesmen

In his many years of sailing, veteran SIU member Philip Frank has been to most of the ports of the world and seen enough of its inhabitants and their customs to satisfy ordinary curiosity.

But Phil Frank has more than ordinary curiosity and for a long time he was bugged by a desire to visit a little-known group of people living in the heart of the Ethiopian wilds.

Brother Frank planned his trip for years. And he made it. Back in the SIU hall in New York waiting to ship out again, Frank described to the SEAFARERS LOG last week his recent six-month vacation trip during which he realized his long-time dream.

"I went from New York to Southampton, England, to visit relatives and then embarked for South Africa on the passenger ship Windsor Castle. I got off at Cape Town, flew to Johannesburg to visit more relatives and then made my way to Ethiopia," he said.

Seafarer Frank said that he did all his traveling on the trip—which was to take him also to Israel, Switzerland, Germany, Denmark and Sweden—on a shoe-string budget.

"No fancy hotels for me," he said, "I always stayed at a reasonable spot and walked everywhere I went instead of taking cabs or buses. I had plenty of time."

The main purpose of his expedition was to satisfy a five-year-old desire to see the "Falasy" people, who are an ancient group of Ethiopian Jews who have been living in the land of the Queen of Sheba almost beyond recorded history.

When Frank arrived at Addis Ababa he almost turned back instead of continuing because the \$185 price quoted to him by an Ethiopian travel agency was too high. But luck was with him. At his hotel Frank met some members of the Peace Corps who managed to set him straight on the price for overland travel in Ethiopia. They helped Frank get a bus ticket to Gondar, the ancient Ethiopian capital. It cost only \$12.

The two-day trip to Gondar was pretty bad for Frank. He had to bring his own water and live on bananas. The Ethiopians, he explained, are fond of raw meat and all their national dishes were made, it seemed, with fiery-hot



Seafarer Philip Frank, right, tells LOG reporter about his many adventures during the six-month trip he took, in which he toured Africa, explored Ethiopian wilds and visited Europe and Israel.

peppers. The spicy Abyssinian food was more than his stomach could take. But he didn't want to offend the hospitable Ethiopians by refusing to eat with them.

"I told a small untruth," he said, "which made them feel better about my not eating. I said that my doctor ordered me not to eat any hot, spicy foods and they were never offended when I refused to eat."

Once in Gondar, Seafarer Frank had another two-day trip in front of him to visit the Falasy village of Ambober. He was taken there by an Israeli official, Dr. Felzer, who was sent to treat the Falasy. Other Israelis in the area taught the Ethiopian Jews to speak Hebrew and better their condition in many ways.

At his first meeting with the Falasy, Frank found that they acted and looked like any other Ethiopians. They ate the same hot, peppery foods, except for raw flesh. They followed certain traditional dietary laws and a rudimentary form of Judaism.

They wore no skull caps, Frank explained, and their Synagogue

in Gondar was a simple building with only a Star of David adorning the facade. But the friendliness of the people was almost overwhelming. One Falasa by the name of Samuel accompanied Seafarer Frank as he went about Gondar "as a kindness, not as a guide but a friend."

The Falasy, he discovered, are an agricultural people who inhabit one-room huts and work their fields in the most primitive manner. They also are cowherds who managed to "keep up a few herds of skinny cows," Frank said.

Every Thursday was market day in Gondar for the Falasy. They traveled by cart and on foot from their villages carrying the simple goods and clay objects to be bartered or sold in the city, he said.

Legend has it, Frank noted, that King Solomon, who had a son by the Queen of Sheba, sent the original altar of the old Temple in Jerusalem to Ethiopia and that it was near Gondar.

"But I didn't see it," he said sadly. Very few things have been preserved by the Falasy except their tradition of religion. Even the real number of Falasy is doubtful. Some say there are 300,000 Falasy while others estimate 50,000."

Seafarer Frank was, despite his interesting time, pretty happy to be home again and telling brother Seafarers in the New York hall about his adventures.

"But," he said, "after all that time traveling about I had better ship out again. Vacation is over." When he asked what sort of ship he would like to get on, he said, "one going to any foreign port. You can see a lot more that way."

SIU Pensioner



Seafarer oldtimer Johannes Kari receives his first regular monthly pension from SIU rep. Ed Mooney at New York headquarters. Kari was born in Estonia and sailed in the deck gang. He joined the SIU in New York City where he now makes his home with his wife.

**SEAFARERS!
REGISTER
AND
VOTE!**

—AND GET THE MEMBERS OF YOUR FAMILY TO DO SO, TOO!

SIU Lifeboat Class No. 159 Graduates



SIU Lifeboat Class No. 159 assembled for graduation photo after successfully completing lifeboat training course at Harry Lundeburg School of Seamanship in New York. Newest additions to the ranks of SIU lifeboat ticket holders are (l-r, kneeling): Tommy Noeth, Frank D'Andrea, Doug Gregory, and Doug Hastings. Seated, l-r, are: Lauro Rimbalado, John Doran, Mansjor Silalahi, and Oscar Womack. Standing, l-r: Jose Basilio, Stan Kalasa, John Spahr, Terrance Fox and lifeboat class instructor, Arni Bjornsson.

SIU ARRIVALS

Ruthann Renee Tingle, born May 26, 1966, to the Oliver Tingles, Newark, Delaware.

Randall Broadus, born August 4, 1966, to the Henry Broadus, Mobile, Alabama.

James Gregory Dicus, born April 25, 1966, to the James Dicus, Clifton, Tenn.

Frank Perez, born July 6, 1966, to the Laureano C. Perezs, Baltimore, Maryland.

Robert Earl Goss, born August 12, 1966, to the Robert E. Goss, Natchez, Mississippi.

Sandra Daniels, born August 5, 1966, to the John J. Daniels, Toms River, New Jersey.

Brenda Kay Ross, born July 17, 1966, to the Ernest J. Ross, Alpena, Mich.

Michael Kelly Wuilliez, born August 11, 1966, to the Edward Wuilliez, Kent, Washington.

Joseph A. Bethez, born August 2, 1966, to the Edward Bethezs, Philadelphia, Penna.

Elsa Gonzales, born July 4, 1966, to the Ramiro Gonzales, Houston, Texas.

Michele Elaine Mayo, born August 15, 1966, to the John Mayos, Ridgefield, New Jersey.

Lorine F. Wolff, born June 24, 1966, to the Justin T. Wolffs, New Orleans, La.

John Marano, born August 16, 1966, to the Anthony Maranos, New Orleans, La.

Avery Wade Henry, born July 28, 1966, to the George Henrys, Bridge City, Texas.

Esther Marie Guillard, born May 4, 1966 to the Anthony Guillards, Sault St. Marie, Mich.

Ruben Rocha, born August 19, 1966, to the C. Rochas, San Antonio Texas.

Rene Lee Campbell, born June 21, 1966, to the A. C. Campbells New Orleans, La.

William Thomas Harrington, born February 14, 1966, to the James P. Harringtons, Corona, New York.

From the Ships at Sea

Ship's delegate on the Steel Scientist (Isthmian), Jack Farrand, took advantage of a recent regular ship's meeting to call his fellow crewmembers' attention to the importance of contributing to the ship's fund as often as possible. The amount collected, Farrand pointed out, could be utilized in the future for such things as sending telegrams to the Union on behalf of crewmembers hospitalized in a foreign port, or for any number of other emergencies that arise.



Farrand

Meeting Secretary F. S. Omega writes that the steam connected to the crew's coffee urn is not working properly and the ship's delegate will see the chief engineer about the problem as soon as possible. Coffee-loving Seafarers are watching the situation carefully. Omega writes that the trip has been a smooth one with no beefs and a good crew.

Things are falling into place on Our Lady of Peace (Liberty), according to Gibson Coker, meeting chairman, and there have been no beefs brought to the attention of the ship's delegate.



Coker

H. Carmichael, meeting secretary, writes that the crew is looking forward to receiving mail when they reach their next port. Everything is going smoothly with no beefs and no disputed overtime.

A vote of thanks was extended to the deck department by the steward of the Hattiesburg Victory (Alcoa) for their cooperation in keeping the messhall and pantry clean during watches at night, meeting chairman Jim Bartlett reports.



Stirk

Robert Byrnes was elected ship's delegate. F. S. Stirk, Jr., meeting secretary, reported a smooth trip to Viet Nam, ending with a payoff in Seattle.

Crewmembers aboard the Steel Recorder (Isthmian) will have movies to keep them happy on future trips, meeting chairman Charles Palmer reports. A 16mm sound projector was purchased in New York from the ship's fund and \$10 was spent in San Francisco for renting films.



Palmer

The projector cost \$250, meeting secretary Angel Seda stated. A vote of thanks was extended to Palmer from the entire crew for the fine job he did. Byron Barnes was elected to serve as new delegate.



Tarallo

When good chow is served on a ship everyone is happy and the crew of the Belgium Victory (Isthmian) is no exception. Meeting chairman V. Tarallo reports the steward department did a good job on the Viet Nam run. Tarallo was elected new ship's delegate and told crewmembers he would not listen to any phony beefs. The ship has a new washing machine, meeting clerk J. Storer reports. Storer said Seafarers were reminded to turn in their soiled linen promptly.

Recording Secretary M. Dunn reports that the Del Sud (Delta) has had a good voyage. The Seafarers were reminded, however, to try and avoid the breakage of glasses and dishes.



Guerrero

W. Folse, the new treasurer, reports \$18 in the ship's fund and \$26 in the movie fund. Engine delegate O. Guerrero reports one man was hospitalized in Santos. A few minor beefs were settled at the payoff in New Orleans, according to recording secretary James Tucker.

James Ahern, ship's delegate on the Columbia (Columbia), reports some bad luck hit the crew on a recent voyage. Two men were taken ill and had to be left in Morocco in a doctor's care as the ship headed for Korea.



Ahern

Boots Smith, AB, was recovering from illness and the night cook and baker, L. L. Ortego, suffered two broken ribs in an accident. Fortunately, the broken bones are healing nicely, Ahern writes.

Stanley Freeman, new ship's

delegate on the Del Aire (Delta), told his fellow Seafarers, he would only take the job on the condition all beefs come through the department heads.



Charneco

Some painting will be done soon on the crew passage-way, meeting secretary F. R. Charneco writes. No beefs were reported. The steward department extended a vote of thanks to deck department men for keeping the pantry clean.

R. Hunt, meeting chairman on the San Francisco (Sea Land), reported the captain gave crewmembers draw pay for shore leave in Oakland. Seafarers were in port five days with the payoff coming in San Francisco.



Starke

Bill Starke, meeting secretary, said a vote of thanks was extended to the steward department. There were no beefs and it was a good voyage.

STEEL RECORDER (Isthmian), June 25—Chairman, Charles W. Palmer; Secretary, Angel Seda. Ship's delegate reported that everything is running smoothly. \$250.00 in ship's fund went for new 16 mm sound projector. Brother Byron C. Barnes was elected to serve as new ship's delegate. Vote of thanks was given to Brother Charles W. Palmer from all the crew for a job well done as ship's delegate last voyage.

EAGLE VOYAGER (United Maritime), August 20—Chairman, J. C. Hunt; Secretary, W. C. Craven, Jr. Everything is running smoothly. 3 men in deck department getting off ship. Plenty of OT and no beefs in engine department. Steward requested to order more milk when in port.

DIGEST of SIU SHIP MEETINGS

MILWAUKEE CLIPPER (Wisconsin-Michigan), August 20—Chairman, William L. Warenton; Secretary, Leon Strlier. Motion was made that crew be paid \$2.00 subsistence for being refused additional steak for supper. Crewmembers request something besides watermelon for dessert, and home-made soup to be served hot.

DEL RIO (Delta), August 22—Chairman, M. R. Johnson; Secretary, R. C. Blodgett. \$28.10 in ship's fund. No disputed OT and no beefs reported by department delegates.



FINAL DEPARTURES

Charles McMullin, 61: Brother McMullin, a tugboat captain and member of the IBU, died in Jacksonville, Florida, June 28, after an illness, in St. Luke's Hospital. McMullin was last employed by the C. G. Willis Company, Orange Park, Fla. A pensioner at the time of death, McMullin is survived by his wife, Ethel. A resident of Jacksonville, he was born in Florida. He joined the IBU in the port of Philadelphia. Burial was in Evergreen Cemetery, Jacksonville.



of Lindenhurst, N. Y. Burial was in Oakwood Cemetery, Bay Shore, L. I.

Manuel Fernandez, 67: Seafarer Fernandez died Aug. 17, in Baltimore, Md., after an illness. Brother Fernandez was retired after sailing in the engine department. He was born in Spain and joined the SIU in the port of Philadelphia. A pensioner, the Seafarer had sailed over 30 years on American-flag vessels. Burial was in Oak Lawn cemetery, Baltimore.



George Zellinger, 64: Heart failure took the life of Brother Zellinger, Aug. 13, in St. Joseph Hospital, Baltimore, Md. Born in Baltimore, where he also joined the Union, Brother Zellinger was a member of the United Industrial Workers of North America. A warehouseman, he was employed by the Hill-Chase Steel Co. He is survived by his wife, Catherine. Burial was in Oaklawn Cemetery, Baltimore.



Donald DeMarco, 36: Seafarer DeMarco died May 19, in Doctor's Hospital, Seattle, Wash., following an illness. He was born in Seattle and joined the Union in that port. DeMarco sailed in the deck department. His last vessel was the Loma Victory. Surviving is his mother, Mrs. Dorothea DeMarco of Seattle. Burial was in Washington Memorial Cemetery, Seattle.



Earl Savoy, 51: Brother Savoy died on Aug. 19, aboard the Steel Chemist of heart disease. He had previously sailed on the Hastings. Savoy joined SIU in Norfolk. Born in Milton, Vermont, he lived in Portsmouth, Va., with his wife, Ethel. The Seafarer sailed as an AB in the deck department. He was a veteran of World War II. Burial was in Hampton National Cemetery, Hampton, Va.



Robert Quinn, 28: Brother Quinn died Feb. 14, after a coronary occlusion, on a ship at sea near Morehead, N. C. He joined the Union in the port of New York. Quinn resided in Cherry Valley, N. Y., with his mother, Mrs. Katherine Quinn. An OS in the deck department, his last vessel was the Choctaw. Burial was at Fort Plain, N. Y.



Stephen J. Bruce, 58: A heart ailment claimed the life of Brother Bruce, Aug. 1, at the Beekman Hospital, Manhattan. Brother Bruce sailed in the deck department and joined the Union in the port of New York. A resident of Ramsey, N. J., he lived with his wife, Jennie. Bruce was employed by the Erie-Lackawanna R. R. Burial was in Holy Cross Cemetery, North Arlington, N. J.



John Van Dyk, 70: A heart attack claimed the life of Brother Van Dyk, August 26. Van Dyk retired in 1964 after 55 years at sea. He sailed in the deck department and had sailed on square riggers in his youth. Born in Amsterdam, Holland, he got his first job as a cabin boy at 14. A member of the SIU for many years, his last vessel was the Geneva. He is survived by his daughter, Mrs. Janet M. Schwizer



Door-to-Door Selling in the Far East Goes Ship-to-Ship With Bum Boats

In Asia, if the customer won't go to the shopkeeper, the shopkeeper will go to the customer—and if the customer happens to be far out in the harbor and willing to spend a little money, well then, the shopkeeper takes to the water.

Seafarers often come upon such curious sea-borne shopkeepers in a number of the Oriental ports sailing little sampan-type craft known as "bum ships" or "bum boats," which carry just about anything from cheap trinkets to the most modern radios, cameras and other electrical appliances.



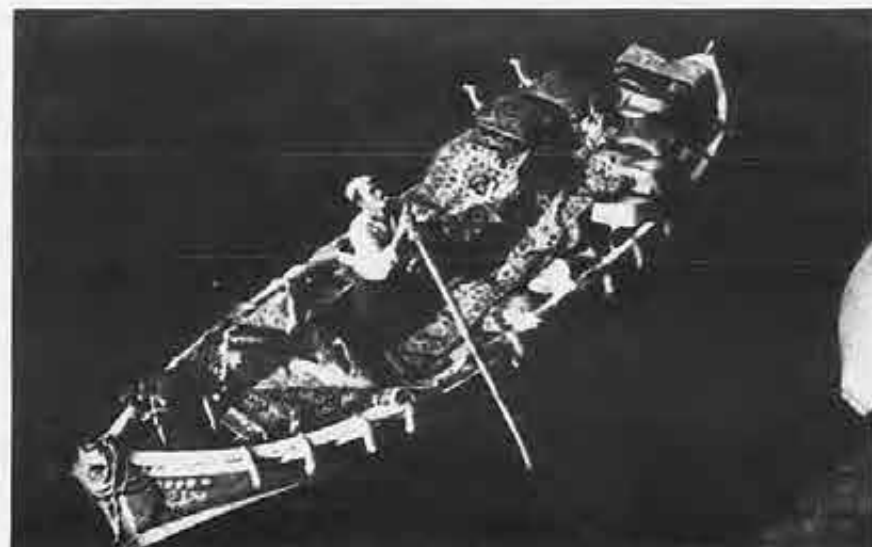
Wilcox "Skip" Wilcox, who sails in the deck department, told the LOG that Singapore is one port where many of these bum boats operate.

"I've seen them many times coming to a ship in Singapore Harbor. They generally sell good stuff and are comparatively honest tradesmen. Most of the equipment they sell is Japanese-made, but of good quality," he stated.

Wilcox said that the floating shopkeepers don't have to rely on gimmicks to make a sale.

"Seafarers are ready to buy," he said, "and look forward to these people coming aboard. It's a real interesting thing to watch how a whole bunch of bum boat peddlers operate. They all come to the ship, climb aboard with their goods by tossing up lines and pulling their merchandise after them or carrying it on their backs. Pretty soon the deck is an outdoor marketplace.

They get dressed up in fancy western clothes, probably figuring it will entice the seaman and about thirty or forty usually come aboard and set up shop—even women and sometimes children.



A bum boat operator in Bombay, India, pulls up alongside SIU-maned ship in an effort to sell his goods to the crew. The suitcases visible in the boat contain the merchant's varied goods.

The women frequently peddle beer, Wilcox said. They have some good buys and a Seafarer can save money by buying a camera or radio from these people.

The age-old oriental method of buying goods by haggling over the price must always be observed, Wilcox warned.

"You have to bargain with them," he explained. "They start with one figure, usually way above the value of the article and you ask for less, then you both negotiate until an agreeable figure is reached. It's fun."

As a matter of strict propriety, Wilcox noted, a United States-flag merchant ship should not be a floating open air-market once you get to port. But he added, even if the captain wanted to keep them off, he would have a hard time. The bum boat operators are persistent salesmen who even make Fuller Brush salesmen look like pikers. Captains often are steady bum boat customers and they like the idea.

The port authorities don't make much of an attempt at stopping these people because many of them just make enough to live on. But bum boat operators don't seem as numerous as they once did, most seamen agree.

One Seafarer notes that he was told by several people that these merchants were dishonest and should be avoided. But from his own observation he has since decided that the men who operate the bum ships are not beggars or crooks but simply tradesmen who are working for a living.

Like other business men, some of the merchants are reliable and others are not, and the Seafarer soon learns to spot which is which.

One big drawback to buying items from these bum boat merchants is that there's no guarantee you will be satisfied with what you get. If an article is damaged or ever needs repair work, it might be extremely difficult to find the chap who sold it to you.

This is not necessarily the case however. In many places in the world some of the most reputable businessmen will go down to the docks to meet ships in hopes of selling their wares. In Rotterdam, for instance, there is a jewelry dealer working the dock areas who many Seafarers claim you could trust with your life. He hands out regular business cards and is always available in case there is a complaint about merchandise or an adjustment to make.

PERSONALS

James A. Esson

Please contact John E. Axtell, St. Louis County, Minnesota, as soon as possible in regard to a very important matter.



Henrick Viik

Please contact your wife, Lucille, at 4230 Union St., Flushing, New York, as soon as you can.



Bill Dzelak

Please contact your daughter as soon as possible, at the following address: 2527 Salmon St., Philadelphia, Pa.



Haik J. Alexanderian

Please contact your brother, S. A. Alexanderian, 165-14 65th Avenue, Flushing 65, New York, as soon as you can.



Jack N. Dows

Jack N. Dows is a patient in the Plantation Nursing Home, 7300 Chef Menteur Highway, New Orleans, La., and would appreciate hearing from his old friends in the SIU.

SIU Tugmen



Joe Gavin, John Maggie, and Captain C. Gilchrest of SIU-IBU, relax awhile on deck of tug, Barbara George (G & H Towing). They helped move oil rig to new location in the Gulf of Mexico. Photo was taken by a veteran Seafarer J. W. Parker. Parker found that sailing a tug "sure is different from sailing deep sea." Parker said the G & H IBU men voted 95 percent SIU during attempted takeover by Teamsters.

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

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UNFAIR TO LABOR DO NOT BUY

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

H. I. Siegel

"HIS" brand men's clothes (Amalgamated Clothing Workers)



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



Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller

Bourbon whiskeys (Distillery Workers)



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



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



Jamestown Sterling Corp. (United Furniture Workers)



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



White Furniture Co. (United Furniture Workers of America)



Genesco Shoe Mfg. Co. Work Shoes . . . Sentry, Cedar Chest, Statler 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)

SIGN LETTERS

For obvious reasons the LOG cannot print any letters or other communications sent by Seafarers unless the author signs his name. If circumstances justify, the LOG will withhold a signature on request.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings: New York Oct. 3-2:30 p.m., Philadelphia Oct. 4-2:30 p.m., Baltimore Oct. 5-2:30 p.m., Detroit Oct. 14-2:30 p.m., Houston Oct. 10-2:30 p.m., New Orleans Oct. 11-2:30 p.m., Mobile Oct. 12-2:30 p.m., Wilmington Oct. 17-2 p.m., San Francisco Oct. 19-2 p.m., Seattle Oct. 21-2 p.m.

- Great Lakes SIU Meetings: Detroit Oct. 3-2 p.m., Alpena Oct. 3-7 p.m., Buffalo Oct. 3-7 p.m., Chicago Oct. 3-7 p.m., Cleveland Oct. 3-7 p.m., Duluth Oct. 3-7 p.m., Frankfort Oct. 3-7 p.m.

- Great Lakes Tug and Dredge Region: Detroit Oct. 10-7:30 p.m., Milwaukee Oct. 10-7:30 p.m., Chicago Oct. 11-7:30 p.m., Sault Ste. Marie Oct. 13-7:30 p.m., Buffalo Oct. 12-7:30 p.m., Duluth Oct. 14-7:30 p.m., Cleveland Oct. 14-7:30 p.m., Toledo Oct. 14-7:30 p.m.

- SIU Inland Boatmen's Union: Philadelphia Oct. 4-5 p.m., Baltimore (licensed and unlicensed) Oct. 5-5 p.m., Norfolk Oct. 6-5 p.m., Houston Oct. 10-5 p.m., New Orleans Oct. 11-5 p.m., Mobile Oct. 12-5 p.m.

- Railway Marine Region: Jersey City Oct. 10-10 a.m. & 8 p.m., Philadelphia Oct. 11-10 a.m. & 8 p.m., Baltimore Oct. 12-10 a.m. & 8 p.m., Norfolk Oct. 13-10 a.m. & 8 p.m.

- United Industrial Workers: New York Oct. 3-7 p.m., Philadelphia Oct. 4-7 p.m., Baltimore Oct. 5-7 p.m., Houston Oct. 10-7 p.m., New Orleans Oct. 11-7 p.m., Mobile Oct. 12-7 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: Gal Tanner; Vice Presidents: Earl Shepard, Al Tanner, Lindsey Williams, Robert Matthews; Secretary-Treasurer: Al Kerr; Headquarters: 675 4th Ave., Bklyn., 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., TL 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, DE 6-3818; NORFOLK, Va.: 2604 S. 4th St., DE 6-3818; PHILADELPHIA, Pa.: 1348 Seventh St., 350 Freemont St., DO 2-4401; PORT ARTHUR, Tex.: 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. 229-2788; WILMINGTON, Calif.: 505 N. Marine Ave., TE 4-2523

SEAFARERS! REGISTER AND VOTE! - AND GET THE MEMBERS OF YOUR FAMILY TO DO SO, TOO!

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, N. Y.

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

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

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

STEEL SCIENTIST (Isthmian), August 27-Chairman, John Farrand; Secretary, P. S. Omega. No beefs and everything is running smoothly. Ship's delegate suggested that each crewmember make donation to the ship's fund. Ship should be fumigated for roaches. Suggestion made that sanitation must be observed in the crew's messhall.

GLOBE TRAVELER (Maritime Overseas), August 31-Chairman, Eddie Sylvester; Secretary, Joe Saxon. Brother Tucker was elected to serve as ship's delegate. Deck delegate reported that new men on deck doing very well for first trip to sea. Discussion with the Captain to try and get an awning around cook's rooms. Captain said that the Company will put two ice machines on ship.

DEL SOL (Delta), August 7-Chairman, L. J. Bollinger; Secretary, R. E. Stough, Jr. Ship sailed short one O.S. in deck department, otherwise everything is running smoothly. \$56.30 in ship's fund. Brother Fred Fagan was elected to serve as ship's delegate. Crew requested to keep natives out of crew's quarters.

GENEVA (U.S. Steel), August 20-Chairman, V. L. Stankiewicz; Secretary, Larry Frost. Galley work to be done in shipyard. \$5.00 in ship's fund. No beefs reported by department delegates.

KENT (American Bulk Carriers), August 14-Chairman, E. P. Covert; Secretary, Ralph Collier. \$2.44 in ship's fund. Some disputed OT in engine department, otherwise everything is running smoothly with no beefs. Brother E. P. Covert was elected to serve as ship's delegate. Food is very good and the steward department was given a vote of thanks. In return the steward department thanked the crew for helping to keep the messroom clean.

COTTONWOOD CREEK (Bulk Transport), August 14-Chairman, M. D. Brightwell; Secretary, R. Hebert. No beefs and no disputed OT reported. Brother F. Dickerson was re-elected to serve as ship's delegate and was given a vote of thanks for a job well done. Vote of thanks to the steward department.

DIGEST of SIU SHIP MEETINGS

DEL MONTE (Delta), August 14-Chairman, Howard Menz; Secretary, Albert Espenada. All repairs were completed in New Orleans. All disputed OT was settled by patrolman. Vote of thanks was extended to the boarding patrolman at New Orleans. \$3.00 in ship's fund. Brother Howard Menz was re-elected to serve as ship's delegate and was given a vote of thanks for a job well done. Discussion on safety aboard ship while working on deck and in engine room for the benefit of the new crewmembers who are sailing for the first time.

STEEL AGR (Isthmian), August 7-Chairman, Juan Patino; Secretary, Jimmie Arnold. \$19.00 in ship's fund. No beefs reported by department delegates. Electrician complimented for maintenance of washing machine. Ship to be fumigated for roaches.

DEL SUD (Delta), July 17-Chairman, M. Dunn; Secretary, J. Tucker. \$18.00 in ship's fund and \$26.00 in movie fund. Deck department members spoke on the need of baffle plates in tanks on aft deck when tanks are not fully loaded. Crewmembers requested to dump garbage aft in chute instead of on deck.

DEL SUD (Delta), August 21-Chairman, M. Dunn; Secretary, James Tucker. One man left in hospital in Santos. Some disputed OT in engine and steward department. Ship's delegate and patrolman should contact Company Safety Director and see about having tanks fitted with baffle plates as they are considered

unsafe the way they are now, especially when they are only partly loaded.

VENORE (Venore), August 6-Chairman, W. W. Reid; Secretary, H. C. Bennett. Some disputed OT in engine department. Brother Henry Karpowicz was elected to serve as ship's delegate. Motion made that the President make a report about the retirement plan.

CARROLL VICTORY (Delta), August 24-Chairman, T. J. White; Secretary, J. Shields. \$15.05 in ship's fund. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

TOPA TOPA (Waterman), August 13-Chairman, R. H. Paschal; Secretary, Dorwin L. Coy. \$9.00 in ship's fund. It was requested that men dress appropriately in messhall. No beefs and no disputed OT reported by department delegates. Motion made that the deck department receive penalty pay for docking, undocking and securing while vessel is carrying deck cargo. Motion made that the boarding patrolman explain the pension plan to crew as many are under the impression that the existing plan provides only for those permanently disabled. It was requested that an investigation be made of the doctor in Wilmington as several men have been getting severe reactions from shots administered by him.

HENRY STEINBRENNER (Kinsman Marine), August 30-Chairman, Claire Otis; Secretary, Charles Oltelin. No beefs reported-everything is running smoothly. Vacation and bonus was brought up by one crewmember. Crew would like to have more details on these two matters.

OCEAN ANNA (Maritime Overseas), August 27-Chairman, C. A. Hall; Secretary, W. E. Oliver. One man missed ship in Yokohama. The voyage is good so far and the ship is in good order. Vote of thanks extended to the steward department.

MISSOURI (Meadowbrook Transport), August 28-Chairman, Charles James; Secretary, Wilfred J. Moore. Brother James Abrams was elected to serve as ship's delegate. \$11.00 in ship's fund. No disputed OT or beefs reported. Discussion about air-conditioners. Request for cold drinks along with fresh milk in hot weather.

BANGOR (Hermuda), September 3-Chairman, Wm. Robinson; Secretary, Ernest Harris. Some disputed OT in deck and engine departments. Discussion about getting new washing machine. No mail is being received in foreign ports.

MONTICELLO VICTORY (Victory Carriers), July 10-Chairman, C. Wilson; Secretary, N. Matthey. Ship's delegate reported that everything is running smoothly. Brother C. Wilson was elected to serve as new ship's delegate. Some disputed OT in engine department.

MONTICELLO VICTORY (Victory Carriers), August 20-Chairman, Frank Natale; Secretary, Philip F. Kohl. \$8.00 in ship's fund. Motion made to write letter to hall in Seattle in regards to monies due for subsistence and lodging.

BELGIUM VICTORY (Isthmian), August 14-Chairman, V. L. Tarralle; Secretary, John E. Storer. No beefs reported by department delegates. Brother Vincent L. Tarralle was elected to serve as ship's delegate. Crew requested to keep all shore gangs outside while in foreign ports. Crew commented on good show served on ship. Everyone is happy.

OCEANIC TIDE (Trans-World Marine), August 31-Chairman, E. Howell; Secretary, F. Froendgaard. Brother F. Anderson was elected to serve as ship's delegate. No beefs reported by department delegates. Motion made that Captain be contacted about meat, box temperatures. Fire extinguisher in engine room should be checked. Request for TV set in crew messroom.

J. C. MILLER (Gardland), August 19-Chairman, Charles Pischner; Secretary, Roger Shold. \$5.66 in ship's fund. Brother James Roebuck resigned as steward delegate. Brother Henry Tainor elected. Motion to try and get better pension, 10-15 years regardless of age. \$360.00 a month and year-around medical doctor. Every 200 days give you one year sailing time. Suggestion made that oil leak on deck crane be fixed. Want non-skid to be put around Pilot house and after cabins.

KNOW YOUR RIGHTS

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.

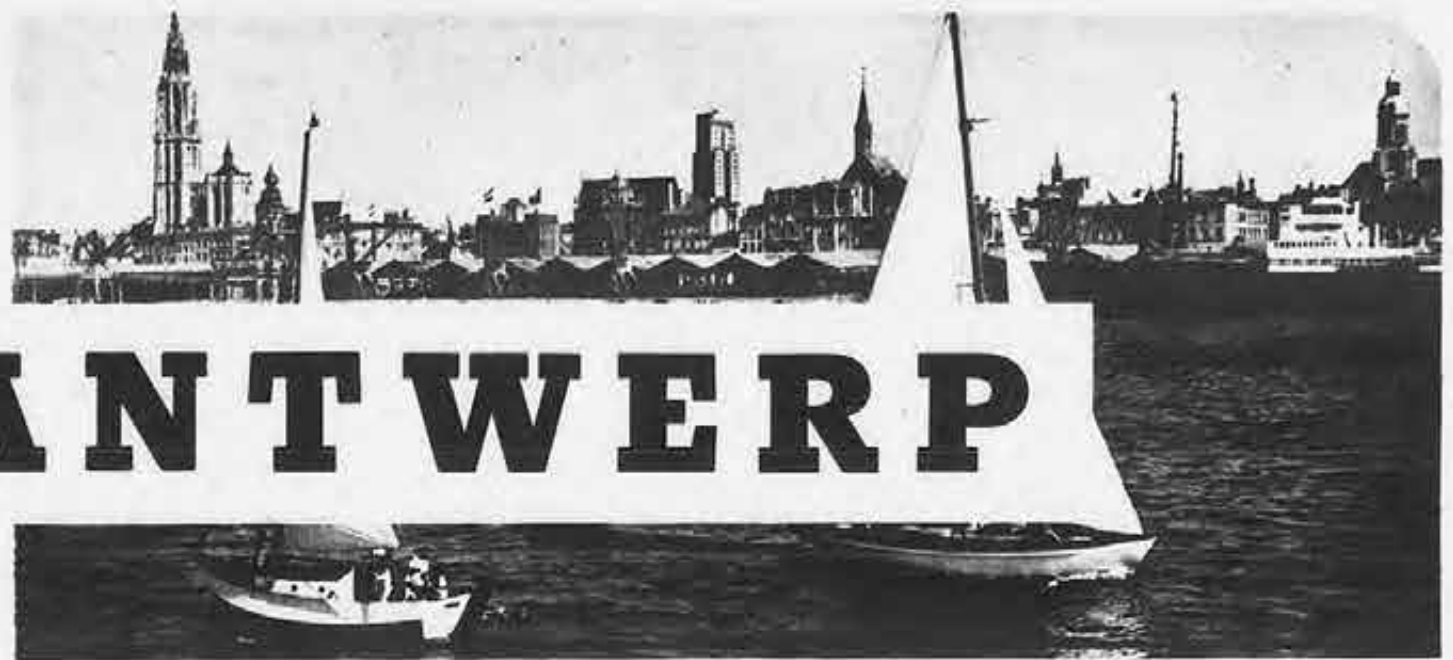
EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, 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.

PORTS of the World

ANTWERP



ANTWERP, Belgium's leading seaport, is a city in which a visiting Seafarer can step off a modern cargo ship into the antiquity and fantasy of the Flemish Renaissance world.

This important port, fifth-largest in the world, is a curious blend of hectic commercial activity and the tranquil beauty of the Middle Ages and Renaissance. It is a generally peaceful city geared to the stroller rather than the automobile and is well worth exploring.

The main avenue is a series of streets which run from the Central Station to the Torengbow skyscraper, the largest in all Belgium. Movie houses, cafe-restaurants and shops are found on these avenues which take in the De Keyser Lei, Leystraat and the Meir.

When Seafarers walk along the Meir in the direction of the River Scheldt, they will pass by the house of the famous Flemish painter, Peter-Paul Rubens. Antwerp is the home of Rubens who lived on what is now called Rubenstraase in his honor. The home of the master painter is a magnificent mansion preserved as a museum. Rubens was one of the few painters who managed to make a very good living with his brush and was able to live in the grand manner.

At the end of the Meir one can bear right along the Eiermarkt to reach the famous cathedral of Notre Dame. Behind the Cathedral is the 900-year old Steen Castle, once part of the port's fortifications but now housing the world famous National Maritime Museum. Both Ruben's House and the Steen Castle are open 10 am to 5 pm daily except Wednesdays.

Some of the places where copies of the LOG are available in Antwerp, exclusive of the American Consulate, are the Cafe Neptune, Kaai 10-B; the Marcel Convent, Houwerstrat 17, VKOS; Schipper Straat Cafe; Flying Angel, 13 Pl. Van Schoonbek; Gaarkeuken, 113 Albertook and Charlie's Bar, Norderlaan 1000.



The graceful spires of the Cathedral of Notre Dame reflect the Gothic and Renaissance beauty of this busy Flemish port.



Sunday strollers promenading before the 900-year old Steen Castle, once an important part of the port's fine defense system and now the National Maritime Museum.



The long line of freighters in busy Antwerp harbor reflects the bustling activity of the world's fifth largest port. This hectic pace of modern commercial life is accentuated by the old-world charm of the traditional Flemish architecture found in quaint houses ringing the River Scheldt's shore.



The SIU-manned freighter Steel Voyager is one of the many SIU-contracted cargo ships that pay periodic visits to the world famous port of Antwerp.



A sweeping panorama of Antwerp, showing the calm and tranquility of a summer's afternoon. Beyond the River Scheldt in the back ground are the broad plains of the city's suburbs. The large tree-lined square in the foreground is the famous Groenplaats Plaza where concerts are held in the Gazebo-like bandmall.



1967

SEAFARERS

Now is the time to make application for the five, four-year \$6,000 SIU College Scholarships that will be awarded in 1967.

The scholarship awards are open to qualified Seafarers who have accumulated a minimum of three years of seetime on SIU-contracted ships and to children of Seafarers whose fathers meet the seetime requirements.

The scholarship winners are selected by a panel of leading university educators and administrators on the basis of their high school records and scores on the College Entrance Examination Board tests.

The first of the College Entrance Examination Board tests will be given throughout the country on December 3, 1966. They will



SCHOLARSHIPS

be given again on January 14, 1967, and again on March 4, 1967. Seafarers and the children of Seafarers interested in applying for the SIU College Scholarships should arrange to take the CEEB tests as soon as possible, by writing to College Entrance Examination Board, Box 592, Princeton, N. J., or at Box 1025, Berkeley, Calif.

To apply for the SIU College Scholarships, write to SIU Scholarships, 675 Fourth Avenue, Brooklyn, N. Y. 11232, or to any SIU hall.

Winners of the SIU scholarship awards can attend any college and pursue any field of study they choose. Selection of the 1967 winners will be made in May.

Since the SIU scholarship program was instituted in 1952, 24 awards have been made to Seafarers and 44 to the children of Seafarers.