



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



**2 SIU of Canada Members Lost  
As Tug Sinks Near Vancouver**

Page 3

**'68 Maritime Budget Proposal  
Misses Nation's Needs by Mile**

Page 3

**SIU Engineers School Qualifies  
4 More for Licenses; Total 119**

Page 3

**U.S.-Flag Share of Foreign Trade  
Drops to New Low of 8 Per Cent**

Page 2

## U.S.-Flag Share Dropped to 8 Percent in 1965

# American-Flag Portion of Nation's Foreign Cargoes Falls to New Low

WASHINGTON—The portion of U.S. foreign waterborne trade carried board American-flag merchant ships dropped to a new low in 1965, continuing its steady decline since the end of World War II despite the fact that the value of the nation's foreign waterborne trade was up in 1965 by \$1 billion over the previous year.

According to statistics recently released by the Department of Commerce, American-flag merchant ships carried only 8 percent of the nation's waterborne foreign trade in 1965 as opposed to the 9.9 percent it carried during 1964.

Of the United States' 1965 total of 428.3 million tons of waterborne exports and imports, American-flag merchant vessels carried only 34.7 million tons. During 1964, American-flag ships garnered 40.2 million tons out of the total of 405.2 million tons.

The statistics point out clearly the catastrophic decline of American-flag participation in the carriage of U.S. foreign waterborne trade and the extent to which governmental neglect of maritime has violated the intent of the 1936 Merchant Marine Act, which decreed that a substantial portion of U.S. foreign trade be transported aboard American-flag vessels.

In 1935 U.S.-flag ships carried 31.7 percent of the nation's foreign waterborne trade totals. In 1945, because of war-generated cargoes and the wartime decimation of foreign nation's merchant fleets, the U.S.-flag ration stood at

68.4 percent. By 1955, however, it had dropped to 23.5 percent and continued to decline steeply to 11 percent in 1962, 9.9 percent in 1964 and a mere 8 percent in 1965—the lowest point in over three decades.

A breakdown of the 1965 performance of the various segments of the American-flag merchant fleet as opposed to their 1964 performance shows that the combined totals of the U.S.-flag dry cargo carriers was down 2.7 percent. Of this, dry cargo liners showed a drop of almost 5 percent while dry cargo tramps declined by 3 percent.

The actual comparison of figures shows that U.S.-flag ships carried 9.3 percent of our waterborne foreign dry cargo trade, amounting to 25.4 million tons; as against 12 percent and 32 million tons during 1964. During 1965 dry cargo liners carried 23.4 percent of this total, or 12.2 million tons; against 28.3 percent or 15.5 million tons in 1964. Dry cargo tramps accounted for only 4.7 percent or 13.1 million tons in 1965, against 7.7 percent or 16.2 million tons in 1964.

The only bright spot in the U.S.-flag participation in our foreign

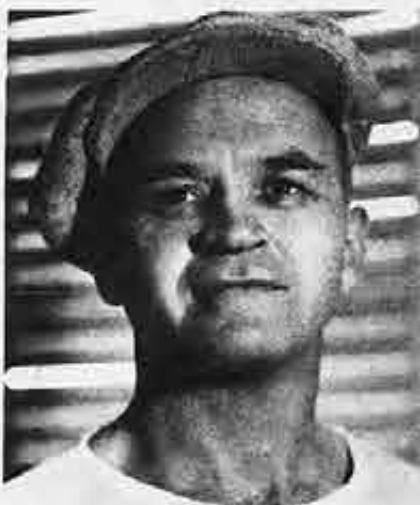
waterborne trade during the past year appears in the tanker segment of the fleet which actually showed a slight increase—one-tenth of one percent—over 1964. In 1965 a total of 5.9 percent, or 9.2 million tons of cargoes, traveled in American-flag tankers as compared with 5.8 percent, or 8.2 million tons in 1964.

Despite the declining share carried by U.S.-flag vessels, the value of the nation's waterborne trade in 1965 was estimated at \$32.6 billion—an increase of \$1 billion over the 1964 trade of \$31.6 billion.

## SIUNA Observes 10th Anniversary of Lundeberg's Passing

The Seafarers International Union of North America last week observed the tenth anniversary of the death of its founder and first president, Harry Lundeberg, who passed away January 28, 1957.

On November 1, 1938 Lundeberg, then secretary-treasurer of the Sailors Union of the Pacific, issued two charters setting up separate Atlantic and Gulf Dis-



Harry Lundeberg

tricts of the SIUNA.

The merging of these two districts in 1941 led to the present day AGLIWD structure adopted by Seafarers in 1960.

The founding of the SIUNA was on October 14, 1938, when the American Federation of Labor convention in Houston issued a charter to Lundeberg for the formation of a new coast-to-coast seamen's union.

In the early days of the Union, it was Lundeberg who led the battle for survival, which was punctuated by hard fights to organize, establish the union hiring hall, improve the shipboard and shoreside conditions of seamen and defeat Communist attempts to dominate the waterfront.

The SIUNA today numbers some 75,000 members on all coasts of the U.S., Canada and the Caribbean, with representation among seamen, fishermen, boatmen, marine workers and in allied fields.

Lundeberg was born in Norway on May 25, 1901. He is survived by his widow, Ida, and their three children, Cunnar, Alette, and Erik.

(Continued on page 5)

## Report of International President

by Paul Hall



Increasing numbers of legislators, maritime trade unionists and maritime industry representatives are joining maritime labor in voicing strong criticism of the Fast Deployment Logistic Ship concept being pushed by the Defense Department.

It is of the utmost importance that all sectors of the industry, in addition to legislators concerned with strengthening America's maritime capability, voice their opposition to the FDL concept and work together to assure that it is defeated and dropped from the planning boards. There is no doubt that the estimated \$800 million required to put such a plan into operation would be much better spent in expanding and modernizing our present merchant fleet.

The FDL concept has rightly been described as economically unsound. The same amount of money it would take to put 20 or less of these vessels on the high seas would be sufficient to provide more than 100 modern vessels for our commercial merchant fleet under our present subsidy system.

Unlike the FDL ships, which would cruise the high seas for years on end fully loaded with military supplies, never touching port and never contributing anything to the U.S. economy, commercial vessels financed with this money would play an active role in U.S. commerce, make the U.S. more competitive in world trade, provide jobs for American seamen and shipyard workers, and contribute to an improved balance of payments picture. They would do all this and still be available in an emergency to carry military cargoes anywhere in the world the instant they are needed and in much greater quantity than the few FDL ships could possibly manage.

The FDL proposal has also been called philosophically unsound with good reason, because it is based on several serious misconceptions.

One of these basic misconceptions is that massive sea transport ability is no longer necessary for U.S. military defense needs. Proponents of military airlift have been trying to convince the American people of this for years, but the present situation in Vietnam, where 98 percent of our military supplies and personnel arrive by ship, should completely shatter this view.

Another serious misconception, which the FDL proponents however voice as a proven fact, is that American shipyards are not capable of constructing modern vessels at competitive prices.

This is certainly untrue. The basic problem being faced by American shipyards is that they do not get enough orders because of the backward and inadequate ship construction program pursued by the government. If the government would actively pursue a shipbuilding program adequate for the nation's needs, shipyards would be able to retain more highly skilled shipyard workers and modernize their equipment and shipbuilding procedures in line with mass production techniques.

The nation's shipbuilding facilities have suffered a steady deterioration for the same reason that the merchant fleet has continued to decline—Governmental neglect of the nation's maritime needs has meant that not nearly enough ships have been ordered and built in recent years.

It is ironic that the FDL program would only serve to worsen this situation. The huge amounts of money necessary for its development and construction would certainly lead to a reduction in our already inadequate shipbuilding program, which would put both the shipbuilding industry and the maritime industry in an even worse position than at present. As the U.S. maritime picture grows even worse, more and more cargoes are lost to foreign-flag vessels in a vicious circle of decay that could lead to the complete loss of our maritime capability. This would be one of the worst disasters ever to overtake the United States—and it is already in the making.

## Seafarer Meets Spaceman



Seafarer George Annis (left) was photographing dignitaries attending the Annual Mental Health Association meeting in New Orleans recently when he spotted U.S. Astronaut Scott Carpenter among the guests. Annis, an admirer of the space program's intrepid pioneers, took the opportunity to introduce himself to the Commander.

## SIUNA Urges Probe of Labor Dep't, Cites Its 'Trojan Horse' Activities

The Seafarers International Union of North America announced today that it has called for a Congressional investigation of the United States Department of Labor, charging that the Department is serving on behalf of other Federal agencies as a Trojan Horse-device within the trade union movement.

Paul Hall, president of the Seafarers International Union, said the Labor Department was using its investigatory powers under the Landrum-Griffin Act of 1959 "to walk into unions on fishing expeditions, to fabricate cases against unions in behalf of other agencies which lack lawful authority to do so on their own."

"It is this condition," Hall declared, "that makes of the Labor Department a Trojan Horse which the Federal government can at will roll into the union movement."

As an example, the SIU cited details of a case which started in October, 1962, when a Labor Department investigator at his office in Minneapolis, Minnesota read an article in a Duluth newspaper about a fist fight between several seamen at the SIU union hall in Duluth.

Although the Labor Department was not involved, no complaint had been filed and the incident had been reported to the local police in Duluth by the SIU Port Agent, the Labor Department investigator went to Duluth, visited the homes of some of those involved in the incident and succeeded in instigating a criminal proceeding. The investigator also sought to obtain a gun permit for one of the individuals he visited.

His activity ultimately provided the basis for a 1963 Federal grand jury indictment of four SIU men on more than 20 counts alleging various Landrum-Griffin Act violations.

A jury trial in Duluth during May-June, 1964 resulted in acquittal of two of the four men on all counts, and conviction of the other two on one count each out of the more than 20 counts in the original indictment.

Appeals on behalf of the two convicted men won reversal of the convictions in February, 1966 and an order for a new trial. However, despite warnings that he had additional information for a lengthy new trial, the U.S. Attorney in Duluth withdrew his case, and on May 17, 1966, an order was issued by the trial judge in Duluth dismissing the indictments.

Hall said withdrawal of the case obviously reflected the fact that the government "had never had a case in the first place" and also called attention to a previous complaint by the Union to Secretary of Labor W. Willard Wirtz protesting the role of the Labor Department in the entire Duluth matter.

The SIU President said protests regarding similar activities by the Labor Department had been publicly aired nearly two years ago by the AFL-CIO Executive Council, and cited recent charges by the National Maritime Union that the

## Four More Seafarers Win Engineer Ratings

Four more Seafarers have passed the U.S. Coast Guard examinations and have been issued their engineer's licenses after attending the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. A total of 119 Seafarers have now received engineer's licenses as a result of the joint program.

The newly-licensed engineers are sailing or are about to sail in



Wroton Lee

engineer's berths aboard American-flag ships.

The SIU men who passed their Coast Guard examinations this week and were licensed as engineers were Thomas Stratford, William Condon, Jr. and Oliver L. Lee, who received their Third Assistant Engineer's licenses; and Norman E. Wroton, Jr., who received his Second Assistant Engineer's license.

Thomas Stratford, 33, has been sailing with the SIU since 1952



Stratford Condon

in the engine department, first as an electrician and then as fireman, oiler, watertender.

William Condon, Jr., 56, has been a member of the SIU since 1951. A native of Philadelphia, Condon joined the SIU in that port and last sailed with the Union as FWT.

Oliver L. Lee, 62, joined the SIU in 1949 in the port of Tampa. A native of the State of Florida, Lee sailed with the SIU as fireman, oiler, watertender.

Norman E. Wroton, Jr., 36, has been a member of the SIU since 1948. A native of Virginia, Wroton joined the Union in the port of Norfolk.

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

## MTD Delegates Hear Senator Proxmire Outline Steps to Halt Maritime's Decline

WASHINGTON—The continuing decline of the American merchant marine, which has reached the point where the American-flag fleet is so small it can only haul a tiny 8 percent of the nation's waterborne foreign trade, was sharply scored by Senator William Proxmire (D-Wis.) who spoke last week at a regular weekly legislative meeting of the Maritime Trades Department.

Noting that the "competitive disadvantage" of the U.S.-flag merchant marine is "immense," the Senator, who heads the Joint Economic Committee of Congress, praised efforts being made by the MTD and others to strengthen the merchant fleet by convincing the Congress and the White House that a stronger maritime is a national necessity.

Proxmire indicated that a greater participation by American-flag vessels in our waterborne foreign trade is of the utmost importance even if only to improve the nation's balance of payments dilemma. Restrictions on capital movements and other measures might not be necessary, he inferred, if the merchant fleet were hauling an appreciably larger share of the trade to lower the outlay of dollars to foreign flag ships.

The Senator also called for more U.S.-flag ships on the Great Lakes as part of a general increase in American-flag shipping.

The MTD legislative meeting was chaired by Thomas W. Gleason, president of the International Longshoremen's Association. In separate remarks, Gleason called for construction of bigger, faster American-flag ships to compete with new foreign tonnage—such as the growing Soviet fleet.

The problem of how to strengthen the American merchant marine was also the subject at the first regular monthly MTD seminar held in Washington.

The keynote of the seminar was set by SIU President Paul Hall, who is also president of the MTD. Hall noted that it is important to develop public knowledge and to alert the public to the importance of the American merchant marine and to the need for revised Government policies to assure an adequate merchant marine.

### Short-Sighted U.S. Policy Continues

## Proposed 1968 Maritime Budget Hit as Inadequate for U.S. Needs

WASHINGTON—President Johnson's budget request for maritime appropriations for Fiscal Year 1968, which is a virtual repetition of the inadequate and short-sighted maritime budgetary requests of past years, has come under severe attack from all segments of the American maritime industry—including maritime labor, management, and shipbuilders.

The new appropriations request, calls for a construction differential subsidy funds to cover the building of just 13 new merchant ships during fiscal 1968, exactly the same number as during fiscal 1967—a number which all segments of the industry agree is totally inadequate for the nation's needs.

The amount requested for operating differential subsidies during fiscal 1968 also shows no appreciable increase in the aid already provided to maritime in the previous fiscal budget.

In addition to the budgetary requests, which take no notice of

the plight of maritime or the danger to national security involved in allowing its steady decline to continue, maritime was completely ignored in the President's budget message to Congress, which made no reference at all to the American maritime industry.

Maritime industry criticism of the Administration's new budgetary requests was particularly vocal in other areas as well. The President's request for appropriations to construct five of the Defense Department's controversial Fast Deployment Logistic ships at an estimated cost of \$40 million each was greeted with strong opposition. The FDL concept has already been branded as ill-con-

ceived and wasteful by all segments of the industry.

Furthermore, the Administration has stated its intention to discontinue operations of the prototype nuclear powered freighter Savannah. The Administration announced that the nuclear vessel would be laid up in August because "continued operation was not feasible against over-all financial needs of the country."

### Represents No Increase

Acting Maritime Administrator James W. Gulick made clear that the fiscal 1968 maritime budget request, which on paper appears to be slightly higher than the fiscal 1967 request, in reality represents no increase. He pointed out that the apparent increase, which occurs in the areas of operating and construction differential subsidies, actually represents "catch-up" items and reprogramming of previously appropriated funds, and "does not mean we are engaged in any brand-new program."

Commenting on the fiscal 1968 maritime appropriations request, SIU President Paul Hall noted that the effects of the proposed budget for shipping and shipbuilding were "practically zero" and that the basic problem—lack of a definitive, long-range national policy for strengthening the American merchant marine—still remained.

### 'Liability-Laden'

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

Another sharp attack on the President's maritime budget requests was made by Edwin M. Hood, president of the Shipbuilders Council of America. Hood accused the Administration of engaging in "more finger-crossing expediency and wishful thinking" in the hope that the merchant marine problem would go away.

He declared that the Administration had obviously chosen to ignore the ever-widening sea power gap between the United States and the Soviet Union, and warned that this course of action was conducive to greater risks, adding that the odds were multiplying daily and that in the long run only the national well-being would suffer.

A breakdown of the budget requests for maritime shows that \$143 million was proposed for construction differential subsidy; \$200 million for operating differential subsidy; \$7.6 million for research and development; \$15.9 million for administration and \$6.3 million for maritime training. As was noted, however, much of the two major appropriations represents "catch-up" items and reprogramming of previously appropriated funds.

Another speaker, Thomas E. Stakem, senior vice president of SIU-contracted Delta Steamship Lines, proposed five steps to assure the future of the U.S. as a great maritime power. He proposed:

- Legislation assigning control of maritime appropriations to the House Merchant Marine Committee.
- Creation of an independent Maritime Administration.
- Transportation of all mili-

tary cargoes in American-flag ships.

- Transportation of at least 50 percent of all Government-generated cargoes aboard American-flag ships.

- Transportation of 50 percent of all commercial cargoes on essential foreign trade routes aboard American-flag ships.

Representative Paul G. Rogers (D-Fla.) contrasted the decline of the American merchant marine with the rapid growth of the Soviet merchant fleet.

### Mishap Claims Crew of Five

## Two SIU of Canada Tugmen Lost As Vessel Sinks Near Vancouver

VANCOUVER, B.C.—Two SIU of Canada tugmen are among the four crewmen still missing and presumed dead in the sinking of the tug Gulf Master off the Sechart Peninsula near Vancouver on January 11. The sinking claimed five lives in all. In addition to the two Canadian Seafarer tugmen, two crewmen, members of the Canadian Merchant Service Guild are still missing and presumed dead. The fifth crewman, also a Guild member, was rescued but died from exposure before regaining consciousness.

The SIU of Canada tugmen who were aboard the ill-fated vessel were deckhands Robert Ayotte and Edmond Poirier. The Guild members were the tug's captain, Forrest Anderson, engineer Richard McPhail, and mate Rodney Seymour.

The cause of the sinking remains a mystery because the three-year-old, 66 foot long steel-hulled vessel, which was well equipped with emergency radio equipment, sent out no distress call before her disappearance. It is believed, however, that the vessel went down in 450 feet of water two miles offshore from Sechart, where an oil slick was spotted.

SIU of Canada President Leonard (Red) McLaughlin has called for a complete federal investigation into the unexplained sinking. The Vancouver Port Warden has applied to Ottawa for permission to open a Department of Transport inquiry into the mishap.

The only Gulf Master crewman to be found, mate Rodney Seymour, died without regaining consciousness shortly after a dramatic rescue by helicopter from a four foot square plywood raft. A Royal Canadian Air Force para-rescue team jumped into the frigid water amid 10 foot waves to get a line around the seaman and lift him into the helicopter. In spite of continuous artificial respiration and external heart massage, Seymour succumbed to exposure without being able to give any clue to the fate of the Gulf Master or her crew.

At the time of the sinking, the Gulf Master was headed for Vancouver without a tow after delivering a load of logs about 50 miles away.

### SEAFARERS LOG

Feb. 3, 1967 • Vol. XXIX, No. 3

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

**Executive Board**  
 PAUL HALL, President  
 CAL TANNER, Vice-President  
 EARL SHEPARD, Vice-President  
 AL KERR, Sec.-Treas.  
 LINDSEY WILLIAMS, Vice-President  
 ROBERT MATTHEWS, Vice-President  
 HERBERT BRAND, Director of Organizing and Publications  
 Managing Editor  
 MIKE POLLACK  
 Assistant Editor  
 NATHAN SKYER  
 Staff Writers  
 PETER WELLS  
 PETER WELLS  
 ED RUSSENBERRY

Published biweekly at 810 Rhode Island Avenue N.E., Washington, D. C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. HYacinth 9-6600. Second class postage paid at Washington, D. C.

POSTMASTER'S ATTENTION: Form 3579 cards should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232.

# Six Additional Seafarer Veterans Join Growing SIU Pension Roster



Bursich Long Johnson Capote Swarthout Maldonado

Six new names have been added to the growing list of Seafarers collecting an SIU pension. Newcomers to the pension ranks include: Anthony Bursich, John C. Long, Essen Johnson, Adolfo Capote, Murland E. Swarthout, and Joaquin Maldonado.

Anthony Bursich was born in Austria, came to the United States where he eventually received his citizenship and joined the SIU in Philadelphia, where he lives with his family. During his active years with the SIU, he

sailed in the engine department as a fireman and as an oiler.

John C. Long was born in Fort Baker, California, and joined the SIU in New Orleans, La. His sea time was spent in the engine department where he sailed either

as an electrician, or FOW. He presently lives in New Orleans.

Essen A. Johnson spent the early years of his life in Sweden before settling in the U.S. and receiving his citizenship here. He joined the SIU in Philadelphia and makes his home in New Orleans.

Adolfo Capote joined the SIU in New Orleans and makes his home now in Tampa, Fla. Capote sailed in the steward department as a messman.

Pensioner Murland E. Swarthout joined the SIU in the Port of Norfolk. Brother Swarthout makes his home in Vestaburg, Michigan.

Joaquin Maldonado was born in Puerto Rico where he continues to make his home. He joined the SIU at headquarters in New York and sailed in the deck department as a carpenter, and as an A.B.

# Two Friends of Maritime Labor Die Within Day of Each Other

Two very staunch friends and supporters of maritime labor, Capt. Jack Firestone, field representative of the Maritime Administration, and Capt. David Baer, Vice President of Maritime Overseas Corp. and a trustee of the SIU Pension Plan as well as a member of the SIU Management Negotiating Committee, died recently within a day of each other.

Jack Firestone, who sailed with a Master's license and then, until the time of his death, served as a field representative in the New York area for the Maritime Administration, died at the age of 32. Firestone lived in Brooklyn with his wife, Erika, who survives him.

His passing is a loss to maritime labor as well as to the Maritime Administration. He had helped to coordinate cooperation between the two groups and will be missed by each. He was especially interested in programs that upgraded the seaman's technical knowledge. Capt. Firestone was a graduate of the Kings Point Academy.

### An Early Organizer

Capt. David Baer, who died at the age of 56, first went to sea during the Depression, as an Ordinary Seaman. He became a member of the SIU-affiliated Sailors Union of the Pacific. He actively participated in the SUP's protest against the Maritime Commission's hiring of seamen. Eventually, the SUP was granted permission to set up its own hiring halls. Baer remained an active and influential member of the SUP until he became an officer. Throughout his career as a ship's officer and later as a steamship company executive, he retained his interest in the welfare of seamen.

In 1950, Baer, who was then sailing as a Master, decided to come ashore for health reasons. He became Pier Superintendent for the American Israeli Shipping Co. He was responsible for the supervision of loading operations for cargoes bound for Israel. Following reorganization of the Maritime Overseas Corp. in 1953, that firm appointed him Port Captain.

He was named Assistant Vice President of the company in 1961,

and two years later was elected Vice President.

Capt. Baer is survived by his wife, Olga, and two sons. Donald 22, sails as a member of the SIU. Eugene, 20, attends Brooklyn College.

## No Serious Injuries in Guam Mishap

# Pacific District Vessel Guam Bear Declared Total Loss After Collision

SAN FRANCISCO—SIU Pacific District-contracted Pacific Far East Lines has decided against making any attempt to salvage the freighter *Guam Bear*, which was beached on a coral reef inside the harbor at Apra, Guam following a collision with the tanker *Esso Seattle* last month.

None of the 46 Pacific District Seafarers and six passengers were seriously injured in the mishap, but four crewmen were treated for minor injuries at the Navy Hospital.

The *Guam Bear* was entering the port with a load of general cargo from San Francisco when the collision occurred, ripping a 70 by 30 foot hole in her port side aft of No. 4 hatch. The *Esso Seattle* suffered extensive bow damage.

Following the collision, the *Guam Bear* was in danger of sinking, but with the aid of tugs managed to beach on the reef, where her after end settled under water.

A *Guam Bear* crewmember who was asleep in his bunk at the time of the collision described a "terrific" jolt that knocked him to the deck. The ship's horn began sounding immediately, he said, and all hands rushed to their stations. The ship immediately began taking water and the crew feared she would sink before she could be beached.



Her stern awash, the SIU-Pacific District contracted *Guam Bear* hangs on the edge of coral reef where she was beached following collision in Apra, Guam. Owners have declared ship total loss.

# The Atlantic Coast



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

Seafarers continue to perform their jobs in the service of our country by getting vital cargoes to Viet Nam. It's unfortunate that the government becomes aware of the major abilities of the merchant marine only in a time of national crisis. Perhaps the present crisis will serve as a lesson to the U. S. government in pointing out the usefulness of the merchant marine and the particular need of the industry.

### Puerto Rico

The possibility of the establishment of a merchant marine academy in Puerto Rico is being studied by Resident Commissioner Santiago Polanco Abreu.

The Commissioner believes that if the Puerto Rican legislature appropriates the money, they could get matching funds for the project from the U.S. Congress.

The academy would train youths as deck and engineer officers in the merchant marine. Tentative plans set construction costs at \$1 million with the site set in Mayaguez. Enrollment is approximated at 200 students.

Polanco hopes that construction as well as operation of the school could be jointly subsidized by the federal and Commonwealth governments.

Governor Sanchez of Puerto Rico is also in support of the proposal.

Oldtimers pitching in with daily work on the polls committee are **Julio D. Delgado**, **Monserrate Saliva** and **Ernesto F. Fartinez**. Meanwhile, **Ray Poole** is holding down the chief steward's spot aboard the **Raphael Semmes**.

### Norfolk

Shipping out of Norfolk has been good and the outlook for the immediate future is also good. In this period, 6 vessels were by in transit.

Oldtimer **Henri Robin**, 24 years with the SIU, stopped by the hall recently following payoff as chief steward aboard the **Margaret Brown**. The Vietnam run, he said is an interesting and unusual experience. According to Henri, "Everyone on board ship worked very well together."

**Robert Beale**, 19 years with the SIU, is registered on the beach and ready to ship any time. His last vessel was the **Transhartford**, on which he sailed as AB.

**McDonald Slade's** last ship was the **Duval** as an FWT. He's been with the SIU for 11 years and plans to ship out again soon.

### Boston

Beantown shipping has been slow this period but it should pick up in the coming one.

Oldtimer **William McKeon**, who's been enjoying his affiliation with the SIU for these past 23 years, was on the beach for a while to take care of some personal business and to enjoy the holidays. "The Commodore," with fine memories of his steward department stint aboard the **John C.**, is looking forward to the first opportunity to set sail again.

**Charles Bartlett** was laid up in dry dock for a spell but we're happy to report he's FFD once more, waiting for the first AB job to go up on the boards. "I'll be happy to be back working on the seas again," he says. Charlie has

been with the SIU a solid 20 years.

**Frank Burns** last sailed in the engine department aboard the **Chilore**, as an oiler, then spent the holidays at home with his family. Frank's all ready to ship once again.

### New York

Shipping out of here has been a bit slow lately but we're hoping for livelier activity in the near future. The weather around New York has been newsworthy. The thermometer has been approaching the 70's in mid-January, which is as commonplace as India's monsoon rains showing up in the middle of the Sahara Desert.



Beasley LaChance

### Philadelphia

Shipping has been good out of the port of Philadelphia during the last few weeks and the outlook remains bright. Unusual spring-time weather is much to the pleasure of seafarers around the hall lately. **James Labenz** is registered, waiting for a bosn's job after his run on the **Steel King**.

### Baltimore

The tugboat strike by the Inland Boatmen's Union is continuing here and the main union demand is a 24-hour notice before layoff. In this day and age, no working man should not know from one day to the next whether he'll be working or have a day off.

# Three Vessels Added To Vietnam Blacklist-Total Grows to 32

Three vessels—one British and two Polish—have been added to the U.S. Government blacklist of vessels ineligible to haul U.S. government-generated cargoes because of their having engaged in trade with North Vietnam.

The latest compilation shows 32 foreign-flag ships on the list. Of these, 17 are Polish; eight British, four Cypriot, two Greek and one Maltese.

The three vessels recently added are the 7,300-gross ton British-flag **Ardrowan**, and the Polish-flag vessels **Hugo Kollitha**, 3,755 tons and **Marceli Nowotko**, 6,660 tons.

The North Vietnam blacklist became effective January 25, 1966. Like the Cuba blacklist, owners may have their ships removed providing they promise to keep all ships under their control out of North Vietnamese ports.

## The Great Lakes

by Fred Farnon, Secretary-Treasurer, Great Lakes



On January 20th, Detroit SIU officials met with the Federal Mediation and Conciliation Service in order to try to resolve a dispute with the Reiss Steamship Company. The dispute relates to the **MV John A. Kling** and the **MV Raymond Reiss**. These two vessels were converted to diesel during the 1965-1966 lay-up period.

In the spring of 1966, without notifying the union, the company reduced the number of unlicensed personnel in the engine departments of these two ships. Their contract with the SIU specifically states, however, that any reduction in manning must be discussed with the union.

The Reiss Steamship Co. went ahead anyway, eliminating nine jobs on the Raymond Reiss and six jobs on the John A. Kling, even before either vessel had been given a trial run. Both ships sailed all season without wipers. Oilers performed all maintenance work, including sanitary operations.

Automation, the company claimed, eliminated the work of oilers.

We disagree. The oiler's duties and responsibilities were not eliminated. We're not opposed to automation. We're willing to negotiate new manning scales. But we're opposed to the elimination of jobs when it requires other workers to carry the additional work load of those men eliminated.

The membership will be kept up to date on this issue at membership meetings and through the Log.

### Cleveland

You'd never know that the wicked month of January is nearly over, for the weather on this end of the Lakes has been so mild that the Lake hasn't even frozen over yet. Usually it's solid ice, by now, for as far as the eye can see.

George Crimmins is back with us after spending some time down on the East Coast. Jim Gibson was able to get himself a fast trip—we just received a card from him postmarked Amsterdam. And last but not least, Joe Mickalowski is around again after spending a short time on the winter coal run.

### Duluth

Upgrading school in Duluth recently commenced with 8 men going for AB, 5 for FOW, and 30 for seaman's papers.

Seafarer Lee Rowell has gotten lots of good wishes from his buddies, who hope he makes out well in the marine corps.

Other Seafarers in this area who will be planning on shipping out of Duluth would do well to take their physicals before the spring fit-out.

### Frankfort

We've met with the National Railway Adjustment Board in Chicago on January 19 regarding severance pay for crewmembers of the Ann Arbor No. 5. We're currently waiting for a decision from the mediation referee.

Another line of development took place January 6 when we met with the Ann Arbor Co. officials regarding proposals for a new contract. Further meetings are going to be held soon, pending settlement.

### Buffalo

A survey of this northern port indicates that more vessels than last season will be fitted out for the coming one, indicating greater

upcoming activity for Seafarers to look forward to.

### Alpena

The people of Alpena appreciate the saying, "if winter comes, can spring be far behind" . . . for this area right now is so snowed up you might say we're hibernating for the winter.

It's not too soon though to think of shaping up for the spring shipping season. So, we'd like to advise everyone in the area to get his physical before fit-out.

# Dirksen Blocks Move In Senate To Ease Rule For Filibuster Cutoff

An effort by Senate liberals to make it easier to halt a filibuster was killed when Republican Leader Everett McKinley Dirksen prevented the Senate from acting on a rules change.

Present rules require a two-thirds vote to close debate and supporters of a rules change had rallied behind a compromise plan to end debate by a three-fifths vote. But they were unable to get their plan to a vote—or even bring it to the Senate floor.

On the showdown to invoke cloture, 36 Democrats and 17 Republicans voted to halt the filibuster against the rules change; 27 Democrats and 19 Republicans supported the filibuster.

An apparent about-face by Dirksen dashed the last real hope for a major rules reform in this Congress.

Dirksen had joined with Democratic Leader Mike Mansfield in

sponsoring a cloture petition to permit the rules change proposal to come to the floor.

Both had opposed the parliamentary shortcut which the Senate rejected on January 18—an assertion that a majority of the Senate had a constitutional right to act on its rules at the start of a new Congress without being hamstrung by rules adopted by a previous Congress. A ruling by Vice President Humphrey left this course open, but the Senate refused by a 61-37 vote to follow it.

Dirksen's willingness to co-sponsor the cloture petition raised

hopes for some sort of rules reform. Earlier he had told newsmen he could "live with" a three-fifths rule. On the Senate floor he gave his "assurance" to supporters of a rules change that he would "sit down . . . and see if we cannot negotiate a reasonable time to discuss this matter and let it come to a vote."

Less than 24 hours later, the hopes that Dirksen's influence would rally the two-thirds needed for the cloture vote were dashed.

The Republican leader explained that he had no intention of voting for cloture, that his signature on the petition didn't mean anything except that he was willing to have the Senate vote on whether or not to close debate. Only 16 signatures are needed on a cloture petition and 30 senators besides Dirksen had signed it.

On Jan. 24, when the vote came, the Senate Republican leader was explicit:

"I am opposed to cloture by a majority. I am opposed to cloture by 60 percent, and I am opposed to cloture by any other means than that which exists in Rule 22 at the present time," he told the Senate.

"As a practical matter," he added, "had we not had the rule which is on the books today, repeal of Section 14(b) [the 'right-to-work' provision of the Taft-Hartley Act] would have been jammed through the Senate as it was through the House by twisting the arms of those tender young representatives . . . The repeal of Section 14(b) could not be rammed through the Senate . . . If we had not had the two-thirds rule, it would have been a different story."

The Senate's liberal assistant Republican leader, Thomas H. Kuchel (Calif.), termed Dirksen's decision to oppose any consideration of a rules change "a body blow."

## Doctor-Owned Drugstores Stir Conflict-of-Interest Debate

Senator Philip Hart (D-Mich.), the chairman of the Senate Anti-Trust and Monopoly Subcommittee, and the sponsor of the Truth-in-Packaging Bill which was passed by the Senate last year, is the author of the article below which depicts the conflict-of-interest that prevails in some areas of the medical profession today.

WASHINGTON—There is a growing controversy in the medical profession about how doctors should earn their money and, because the consumer interest is directly affected, it appears that Congress may have to umpire a decision. Basically, the question is this:

Should doctors be allowed to make money by selling the products they prescribe?

Until 1955, this was no problem.

The American Medical Association clearly forbade its members to profit from the sale of any medical supplies. Income, the code said, should come only from professional fees.

But the rule was relaxed and since then the following medical enterprises have begun to flourish throughout the nation:

1. Ophthalmologists who sell eye glasses. Once, patients went to ophthalmologists (eye physicians) only to be examined. They then got a prescription which they could take around to optical shops where the lens would be ground and the frames selected.

Now, often the doctor merely says, "Come back in a week and pick up your glasses." The patient is seldom disposed to argue. And there is evidence that the consumer is often charged a good deal more for the glasses.

2. Doctor-owned pharmacies. Increasingly, doctors or groups of doctors are buying pharmacies, then sending patients to that particular store. Sometimes, this is done by phoning the prescription directly to the shop, sometimes merely by telling the patient to go there.

The patient does not often object or insist on a written prescription. There is no evidence that prices are lower at these pharmacies and there is some evidence to indicate that costs to the consumer go up.

(The committee has found to date 3000 doctor-owned drug stores and suspects there are many more.)

3. Doctor-owned drug repackaging companies. These companies buy wholesale drugs and repackaging them under their own trade name. Doctor-owners then prescribe by these trade names, thus making a profit on every prescription they write.

One repackaging firm sent out a letter to all doctor-stockholders gently chiding them for writing only one prescription a day on the firm's products.

"Just imagine," the letter said, "if each stockholder had written three prescriptions a day, sales would have been \$168,000 and profits a whopping \$68,000."

Another letter written by a doctor to his stockholder-colleagues urged, "Let's push the pen for Cartone together and watch it grow."

The Senate Antitrust and Monopoly Subcommittee, which I chair, has been holding hearings on these practices and has heard from a good many doctors on both sides of the question.

One South Carolina eye specialist who does not sell glasses offered the motivation of doctors that do:

"The reason is avarice. I repeat loudly and clearly . . . avarice. It is absolutely certain that if there were no money involved, there would be no selling of glasses."

This indicates how strong feelings are getting. Still, the pitfalls of doctor-selling are obvious.

Take Congress as a rough parallel. It is often described as "prescribing to the needs of the nation."

But what if the rules were written so that members of Congress could legally derive a personal profit from everything they prescribed . . . every new post office, every dam, every interstate highway?

Most doctors, I am sure, are perfectly honest—as are most politicians. But, in matters of this kind, it is never wise to combine the maximum of temptation with the maximum of opportunity.

The patient is, after all, a captive consumer if the doctor elects to make him one.

And a quote from the Committee Record shows what the effect can be:

"Deseret, a doctor-owned drug company, sells dextroamphetamine-sulfate under the name of Derex tablets for \$11.30 a thousand or 13 times the price—\$.85 a thousand—charged by Wolins, a well-known generic wholesaler. Both companies purchase the same product from the same supplier."

And a survey cited in the record showed that in one region consumers paid from \$7.50 to \$15 more for eye glasses from dispensing doctors than from opticians . . .

The Medical Restraint of Trade Act is my proposal for a congressional solution. It would allow doctors to sell medical products if they chose—but would prohibit them from making profits on those sales.

Doctors could then provide patients with any sales service needed, but could derive income only from professional service fees.

## SIU Calls for Probe Of Labor Department

(Continued from page 2)

NMU had just been named a defendant in a Department of Labor proceeding due to NMU criticism of other agencies of the Federal government and key government officers, including members of the Cabinet.

Hall further stated that the proposed merger of the U.S. Departments of Commerce and Labor into a new super-department—the Department of Business and Labor—raises some serious questions, because even at best the Labor Department as it now exists does not fully protect the interests of American workers.

In calling for a Congressional investigation of the Duluth matter and its implications, the SIU distributed copies of a four-page document highlighting its position on the case in Duluth which appeared in the Jan. 20, 1967 issue of the Seafarers Log.

## AFL-CIO President Meany Lauds New Labor Department Nominations

WASHINGTON—The AFL-CIO is "delighted" at President Johnson's selection of James J. Reynolds and Thomas R. Donahue for top Labor Dept. posts, Federation Pres. George Meany declared.

Reynolds, who has been assistant secretary for labor-management relations since 1961, moves up to under secretary, the number two job in the department. He succeeds John F. Henning, who has been appointed U.S. ambassador to New Zealand.

Reynolds, 60, is a former official of the American Locomotive Co. and has helped mediate major labor disputes in recent years. Meany said Reynolds "has a fine record of distinguished service in the Dept. of Labor and we believe he will prove to be an excellent under secretary."

To fill Reynolds' spot as assistant secretary, Johnson nominated 38-year-old Thomas R. Donahue, executive assistant to Pres. David Sullivan of the Building Service Employees.

Donahue, a graduate of Manhattan College with a law degree from Fordham University, served from 1949 to 1957 on the staff of the 42,000-member BSEIU Local 32-B in New York. He was suc-

cessively editor, education director and director of the contract division.

### Radio Coordinator

From 1957 to 1960, he was European labor program coordinator in Paris for the Free Europe Committee, the parent organization of Radio Free Europe.

Besides serving as assistant to Sullivan, Donahue has also been secretary of the BSEIU's Civil Rights Committee.

He was described by Meany as "a man of outstanding talent, ability and experience" who will be "a first-rate public servant."

Meany said Labor Secretary W. Willard Wirtz "is getting two fine men for his leadership team and we congratulate them both on their appointment."

Sullivan commented that Donahue has done "an exceptionally fine" job with the Building Service Employees and expressed pride "that the President has seen fit to call upon one of our members to serve in the very important office of assistant secretary of labor."

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

January 14, 1967 to January 27, 1967

### DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	1	1	0	1	19	2
New York	41	30	45	12	10	258	90
Philadelphia	14	11	21	10	6	23	11
Baltimore	26	21	13	9	9	101	53
Norfolk	11	8	4	2	4	27	19
Jacksonville	3	5	8	4	9	12	2
Tampa	2	2	7	7	6	14	6
Mobile	19	12	40	17	2	73	20
New Orleans	69	31	39	22	2	178	80
Houston	30	31	31	25	16	130	60
Wilmington	19	6	8	3	7	47	4
San Francisco	19	42	37	24	58	55	7
Seattle	11	13	21	10	15	42	2
Totals	270	213	275	145	145	979	356

### 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	0	0	1	1	1	5	1
New York	40	31	47	25	25	181	74
Philadelphia	13	13	13	5	6	12	5
Baltimore	19	22	17	10	10	59	41
Norfolk	8	7	2	3	5	19	14
Jacksonville	5	7	4	5	10	4	6
Tampa	2	6	7	4	4	5	1
Mobile	16	17	32	18	12	43	24
New Orleans	54	32	45	25	8	109	75
Houston	24	38	18	23	5	79	75
Wilmington	13	7	4	5	8	32	4
San Francisco	40	46	24	20	55	46	5
Seattle	17	13	16	12	20	15	10
Totals	251	239	230	156	169	609	335

### 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	4	1	1	0	0	9	4
New York	40	16	33	5	14	157	40
Philadelphia	23	2	13	4	5	22	7
Baltimore	24	8	15	3	8	60	23
Norfolk	4	2	1	0	8	13	17
Jacksonville	6	5	9	4	8	4	6
Tampa	4	0	7	1	1	9	1
Mobile	12	7	28	9	3	65	19
New Orleans	56	38	47	34	20	150	73
Houston	23	15	25	13	7	90	48
Wilmington	6	5	1	1	9	10	6
San Francisco	29	12	23	14	52	46	13
Seattle	14	12	9	5	9	19	10
Totals	245	123	134	93	144	654	267

## THE INQUIRING SEAFARER

**Question: Who is your choice as Athlete of the Year for 1966?**

**Charles Bramble:** This will surprise you. I don't have a choice. I'm just not that impressed about those I read of in the papers. No, I can't think of any athlete in particular. No one deserves it for 1966, but come around in '67, maybe that'll be a finer year in sports. I certainly hope so.



**Jorge Rodriguez:** Frank Robinson of the Orioles is the flashiest performer in baseball. Running, hitting, or throwing, he's a great threat against any foe. His grace, his speed, are sure assets. His record speaks for itself. Who can you name to match him as an all-around player? No one.



**Herman S. Ricci:** In sports, the two managers of the National and American League pennant winners would be my choice. But why limit the question to sports? In politics, Dean Rusk did outstanding work. He's a man of the year. As United States Secretary of State, he performed quite admirably.



**Ivan Usera:** Ken Boyer of the Mets should be athlete of the year. While his season wasn't his best, just watch him improve and continue on in a great career. He'll equal Musial, Mantle, any other chap going. I don't get to Shea Stadium too often, but when I do go, I'll watch Boyer's every move.



**Delfino Camacho:** Sandy Koufax of the Los Angeles Dodgers, unquestionably. His phenomenal pitching record is beyond challenge by any player, past or present. He has guts, too, having pitched and stayed in there while working with a sore arm uncomplainingly. Baseball won't be the same without him.



**Robert Hankinson:** Bart Starr all the way. His quarterbacking of the Green Bay Packers led them to victory all season and sent them to the heights of victory in the Super Bowl. He completed 62 per cent of his passes. A great record. He deserves recognition for the job he did. No one else comes close.



## Congress OK's Boyd to Head Transport Dept.

# Transport Chief's Maritime Views Blasted by American Shipbuilders

WASHINGTON—The U.S. Senate recently confirmed the nomination of Alan S. Boyd to head the new cabinet-level Department of Transportation, amid a storm of controversy stirred up by Boyd's suggestion that American ship operators be allowed to build their vessels in foreign shipyards.

Testifying before the Senate Commerce Committee, which was looking into the fitness of his appointment to the cabinet-level post, Boyd suggested that U.S.-flag ship operators "should be able to purchase their equipment (ships) wherever they can find it" in the world without being what he termed "captives of the shipbuilding market" in this country. Representatives of the American shipbuilding industry were quick to challenge Boyd's position, even though maritime labor and management, with the assistance of many U.S. legislators, were successful in their battle to have the Maritime Administration removed from the new Transportation Department, which Boyd will head.

Boyd's contention that the diversion of American shipbuilding to foreign yards would stimulate U.S. yards to become more competitive was blasted as defying "one of the basic laws of economics," by John Gilbride, president of Todd Shipyards Corp. "What Mr. Boyd overlooks," he said, "is that American yards already operate in a fierce competitive environment."

### Volume Cuts Cost

Gilbride pointed out that the potential for cost savings increased with the size of the production run, so that the fewer ships built, the more each one costs—so that eliminating the limited number of ships now built in American yards could only result in their becoming less competitive and lead to their closing down completely—which would leave the U.S. with no shipbuilding capability at all. "Fortunately," he continued, "the Congress is better informed about the maritime facts of life and seems determined to initiate and enact legislation to bolster and preserve our maritime resources." He noted that there were

measures now before Congress to make the Maritime Administration an independent agency and to give merchant marine committees in Congress authority to review Federal maritime appropriations.

Another strong attack on Boyd's position was made by Edwin M. Hood, president of the Shipbuilders Council of America, who pointed out that the build-abroad concept has been "denounced and rejected by a host" of governmental, congressional, industry and labor leaders. "The only way for U.S. shipyards to become more competitive is to build more ships in this country—not to divert the business to other countries," he said.

Hood noted that recent recommendations on shipbuilding prove that the government's right hand does not know what the left hand is doing because the proposed Fast Deployment Logistic Ship program of the Defense Department is based on the premise that savings could be realized by constructing more ships in series production at United States shipyards—while Boyd has suggested the opposite.



## N. Y. Liberal Wins Seat On Key House Committee

House Democrats chose a New York liberal over a Texas conservative to fill a key vacancy on the powerful Ways & Means Committee, but the margin was close enough to give Administration supporters the shudders.

The secret-ballot vote in the House Democratic caucus was 115 for Representative Jacob H. Gilbert (N.Y.) to 113 for Representative Omar Burleson (Tex.).

Gilbert's selection put 12 congressmen who usually support the Administration on the 25-member committee, with an equal number who normally vote with the conservative coalition and Chairman Wilbur D. Mills (D-Ark.) holding the swing vote. Mills, one of the most influential men in the House, has pushed through some important Administration bills and blocked others.

There were other factors than a straight liberal-conservative showdown in the caucus vote. Nevertheless, a defeat for Gilbert would have been read as a strong rebuff to the Democratic leadership and Democratic members also select the Democratic members of other House committees, subject to routine confirmation at a party caucus.

There was one other liberal gain as the House moved through its start-of-a-Congress procedures. The two Democratic vacancies on the Rules Committee were filled by liberals—William R. Anderson of Tennessee and Spark M. Matsunaga of Hawaii.

This gives Administration supporters a normal 9-6 working majority on the committee, especially important since the bipartisan conservative coalition won repeal of the 21-day rule which had thwarted the ability of the Rules Committee to keep major bills from the House floor.

Conservatives picked up strength on nearly every other committee, however, reflecting the GOP's 47-seat election gain.

Committee ratios are set by agreement of Democratic and Republican leaders, subject to routine House approval and most committees dropped from a 2-1 to a 3-2 Democratic ratio.

The Appropriations Committee, which ranks in importance with Ways & Means and Rules, took a sharp turn to the right with a shift in party ratio from 34-16 to 30-21 Democratic. The committee size was increased by one to give Republicans an extra member. The previous majority was moderate-to-conservative and the liberal beachhead was almost wiped out by the election and the death of Rep. John E. Fogarty (D-R.I.). The lone Democratic vacancy on the committee was assigned to a freshman from Arkansas, David Pryor, who voted against his party's leadership on the rules changes.

The Education & Labor Committee dropped from a 21-10 to a 19-14 Democratic ratio, but retains a liberal majority.

Committees where added conservative strength is likely to have a major impact on the Administration's program include the Banking Committee, now 19-14 instead of 22-11; the Foreign Affairs Committee, shifted from 24-12 to 21-15; the Judiciary Committee, moved from 24-11 to 20-15 Democratic, and the Commerce Committee, with a 19-14 instead of a 23-11 majority. The Ways & Means Committee shift was from 17-8 to 15-10 Democratic.

## LABOR ROUND-UP

The Chicago Teachers Union, Local 1 of the American Federation of Teachers, called off a strike set for January 9 when the Board of Education agreed to give 22,000 teaching employees an immediate raise of \$500 each and a first contract with other benefits. Tentative settlement was reached in a four-hour night session convened at City Hall by Mayor Richard J. Daley. The union had a \$25 million package as its goal, while the School Board said it could afford only \$5.4 million. The figure finally agreed on was \$17 million, to be financed largely out of state and federal funds.

Solidarity of 2,400 union members throughout a 21-week strike against the Alabama Power Company was credited by their union, the International Brotherhood of Electrical Workers, as the key factor in a final contract settlement. The strike began August 16, 1966. Settlement was reached January 6, 1967 after an all-night session between company and union negotiators.

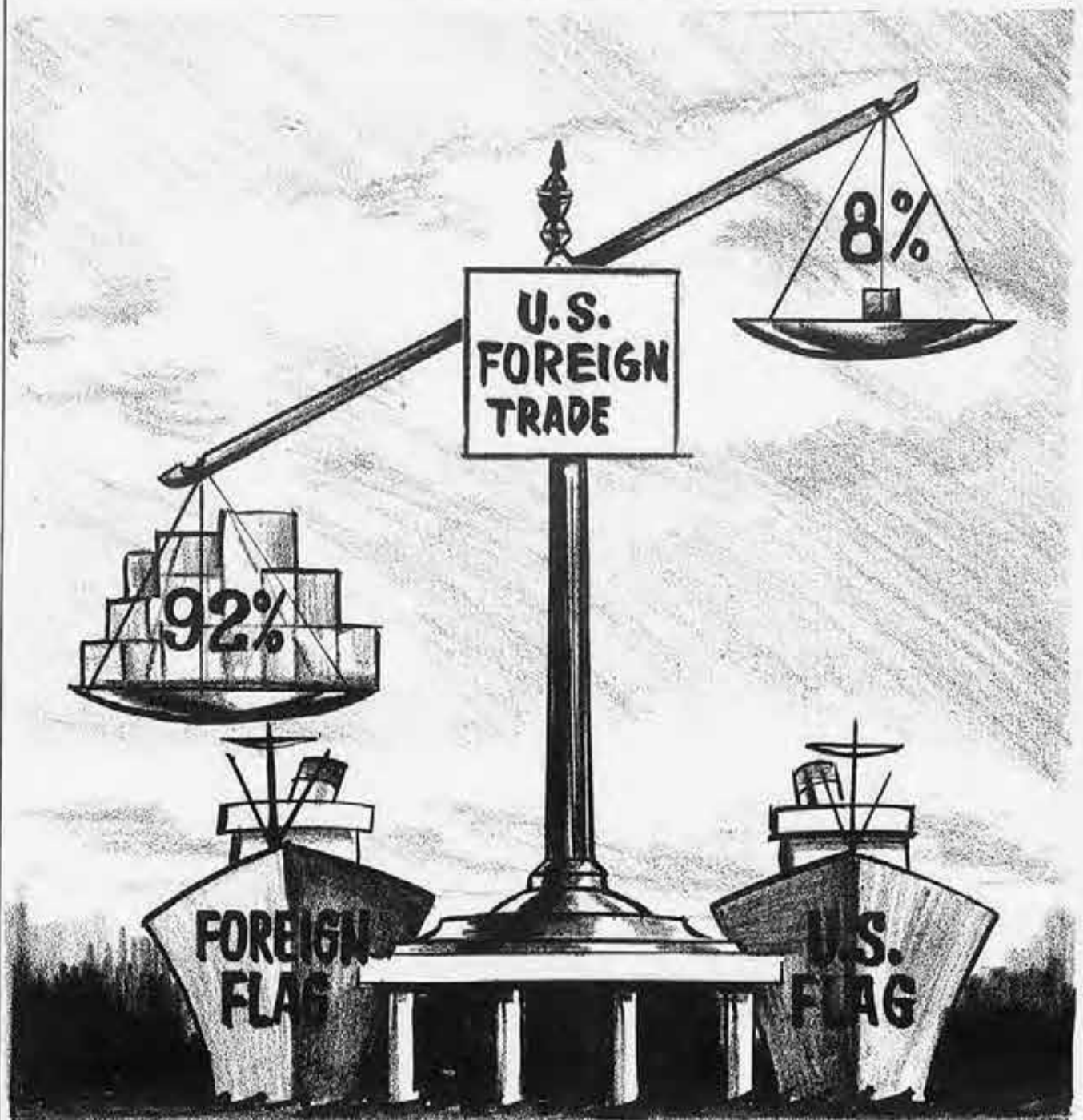
The AFL-CIO's assistant director of its Department of Civil Rights, Walter G. Davis, has been appointed new director of the union's Department of Education by President George Meany. Davis succeeds Lawrence Rogin, who is

leaving to conduct a research project in labor education. With the Transport Service Employees, Davis had been a local steward, local president, member of its executive board, and executive vice president before joining the AFL-CIO civil rights staff in 1961.

An 11-week strike that followed 11 months of alternate bargaining and court fights over a first contract ended successfully when American Bakery & Confectionery Workers Local 264, in Presque Isle, Maine, won a 36-cent package from Potato Service, Inc. The fledgling local also obtained the union shop, dues checkoff, seniority rights and restoration of all strikers to their jobs without discrimination. The package deal included 32 cents an hour in wage increases alone—12 cents retroactive to Nov. 1, another 8 cents a year later, and a second 12 cents on Nov. 1, 1968.

The United Shoe Workers has won bargaining rights in three plants in Brockton, Mass., whose 1,200 workers have been represented by an unaffiliated union since 1933. Labor board votes were: Knapp Shoe Co., 303 to 230; Dartmouth Shoe Co., 187 to 124, and Commonwealth Shoe Co., 157 to 103. The Brockton Brotherhood formerly represented the Shoe Workers.

## Unbalanced!



## No End In Sight

Every year about this time the Department of Commerce releases statistics on the percentage of U.S. waterborne foreign trade that moved aboard American-flag vessels during the last year for which complete figures are available.

Like death and taxes, the results of these yearly statistics have unfortunately become predictable. Each year the American-flag share of our own waterborne foreign import and export trade goes down by a few percent. In 1962 it was 11 percent. By 1964 it had fallen to 9.9 percent. During 1965 it dropped to 8 percent.

Projected less than a decade into the future, this continuing trend would indicate the complete disappearance of the U.S. merchant marine from the high seas.

The SIU, along with the rest of maritime labor, the maritime industry and many legislators who have become alarmed at the serious consequences to the nation of such a continuing decline, are determined to halt this trend through legislative action by the 90th Congress.

Many solutions to the dilemma of our declining maritime capability have been presented, and will hopefully receive serious consideration and action during the coming

year. The most important achievement that can be made however, is simply to end the absolute neglect of maritime that has been a characteristic of our government through every Administration since the end of World War II.

We have never had a constructive peacetime national maritime policy. The fate of U.S. maritime has always been in the hands of the bureaucrats of various government agencies, who consistently sacrificed the maritime industry in favor of their own pet projects.

Many of our legislators have now indicated their determination to halt this policy of neglect by taking matters into their own hands—by making Congress, and not the federal bureaucracy, the arbiter of maritime policy.

Bills have been introduced into Congress to bring this about and support for such legislation is growing steadily. In the end, it is Congress who must assume responsibility for directing national policy, and many leading congressmen have apparently decided that continued neglect of maritime has led to a situation in which the nation's economic and defense security are endangered, and that a firm hand is needed now, before it is too late.

## Social Security Hike Overdue

President Johnson's call for increased Social Security benefits for the nation's elderly, which he included in his State of the Union message, is deserving of immediate Congressional action.

Social Security benefits, which make up the sole income of millions of America's aged citizens, have been so badly out-distanced by skyrocketing living costs that it is impossible to maintain a decent standard of living on monthly checks that average \$84 for individuals and \$126 for couples—

and go down to a monthly minimum of \$44 for individuals and \$66 for couples. Our aged citizens, who have spent their lives building America's greatness, deserve better than the stark, hopeless poverty to which these figures doom them.

The President has called for increases averaging at least 20 percent. This would be a vital first step toward realization of the goal of adequate benefits—but would still not even begin to approach adequacy.

# DEL MAR PAYS OFF!



The Del Mar of Delta Lines makes her home port in New Orleans, where she recently paid with a happy SIU crew. The SIU-contracted shipping company operates numerous ships from the Gulf Coast, most of them bound for South America.

Vic Romulo, chief steward on the Del Mar's voyage, is seated as he discusses the trip with the Shipping Commissioner. His shipmates waiting their turn seem more than a bit jovial. The payoff took place in the ship's messroom.



Shipboard buddies three include Bernie Guarino, chief steward; William Rousseau, bell boy; and Carlo Massulla, steward dep't messman.



Lou Guarino, patrolman, discusses with fellow patrolman Tom Gould the order of business for the day. The Seafarers aboard the Del Mar registered no significant gripes or beefs during payoff.



M. O. Smith, an A.B., obligingly readies himself to sign his articles in the presence of the Shipping Commissioner, who looks on.



Gaspar Noto, gloryhole steward, looks like a Gillette blue blade commercial following a very refreshing shower aboard the Del Mar.



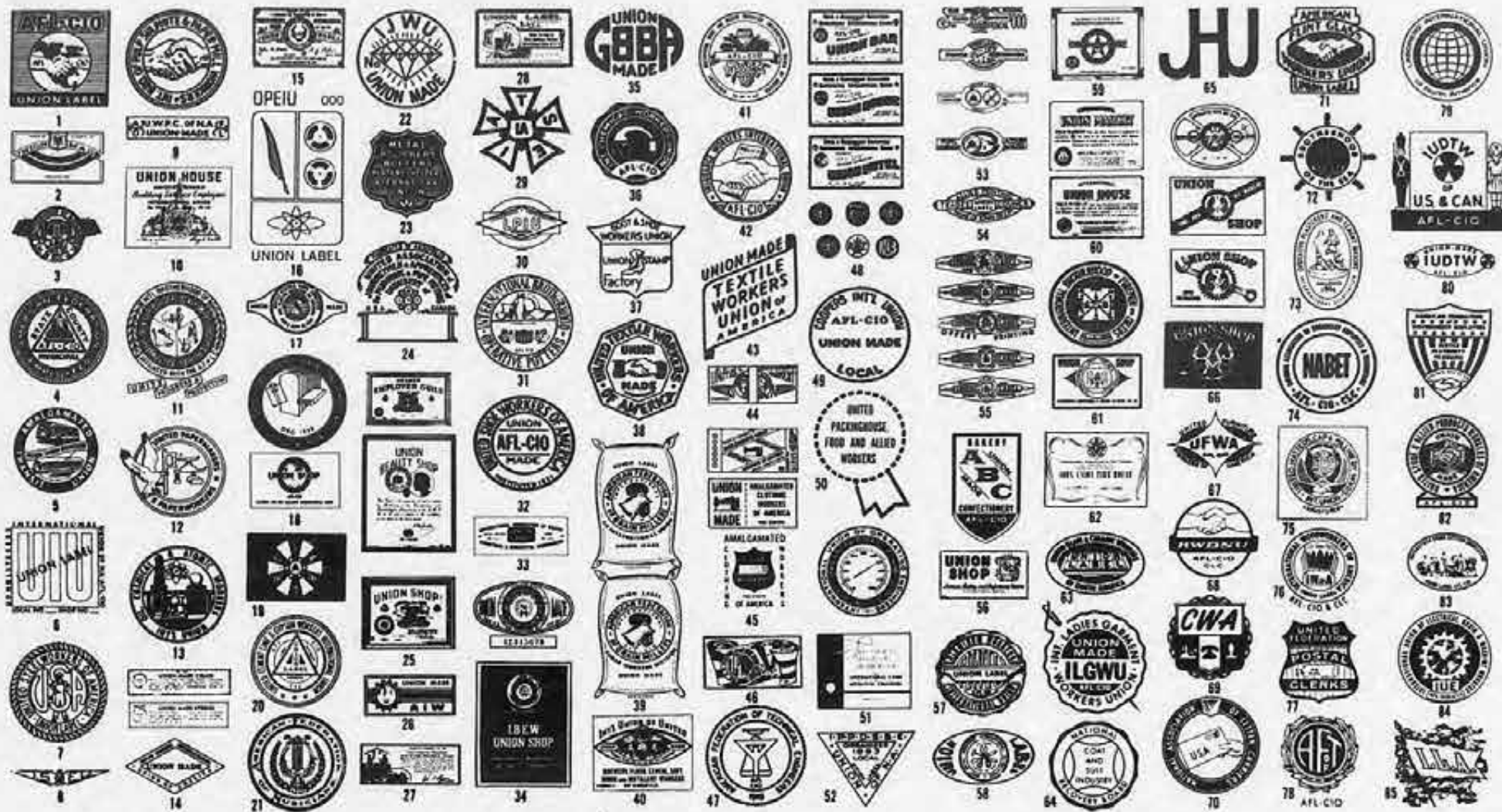
Stretched out for soothing relaxation on sofa is Edward Soihet, messman, who just enjoyed a solid noon meal. Steward Dept. did a bang-up job.



Joseph Suarez, an Ordinary, discusses voyage with SIU oldtimer John (Peso) Caldwell, a pensioner.



# UNION LABEL Guarantee of Quality



Allied Printing Trades Association, International (54)  
 Aluminum Workers International Union (37)  
 American Federation of Labor and Congress of Industrial Organizations (1)  
 Bakery and Confectionery Workers' International Union, The American (56)  
 Barbers, Hairdressers, Cosmetologists and Proprietors' International Union of America, The Journeymen (25)  
 Bill Posters, Billers and Distributors of the United States and Canada, International Alliance of (19)  
 Boiler Makers, Iron Ship Builders, Blacksmiths, Forgers and Helpers, International Brotherhood of (11)  
 Bookbinders, International Brotherhood of (3)  
 Boot and Shoe Workers' Union (37)  
 Brewery, Flour, Cereal, Soft Drink and Distillery Workers, International Union of United (40)  
 Broadcast Employees and Technicians, National Association of (74)  
 Building Service Employees International Union (10)  
 Carpenters and Joiners of America, United Brotherhood of (2)  
 Cement, Lime and Gypsum Workers International Union, United (20)  
 Chemical Workers Union, International (36)  
 Cigar Makers' International Union of America (14)  
 Clothing Workers of America, Amalgamated (45)  
 Communications Workers of America (69)  
 Coopers International Union of North America (48)  
 Distillery, Rectifying, Wine and Allied Workers' International Union of America (41)  
 Dolls, Toys, Playthings, Novelties and Allied Products of the United States and Canada, AFL-CIO, International Union of (80)

Electrical, Radio and Machine Workers, International Union of (84)  
 Electrical Workers, International Brotherhood of (34)  
 Engineers, International Union of Operating (51)  
 Fire Fighters, International Association of (82)  
 Firemen and Oilers, International Brotherhood of (61)  
 Furniture Workers of America, United (67)  
 Garment Workers of America, United (44)  
 Garment Workers' Union, International Ladies' (64)  
 Glass and Ceramic Workers of North America, United (63)  
 Glass Bottle Blowers' Association of the United States and Canada (39)  
 Glass Workers' Union of North America, American Flint (71)  
 Government Employees, American Federation of (81)  
 Grain Millers, American Federation of (39)  
 Hatters, Cap and Millinery Workers International Union, United (75)  
 Horse Shoers of United States and Canada, International Union of Journeymen (65)  
 Hotel and Restaurant Employees' and Bartenders' International Union (48)  
 Industrial Workers of America, International Union, Allied (26)  
 Insurance Workers' International Union, AFL-CIO (42)  
 Iron Workers, International Association of Bridge, Structural and Ornamental (32)  
 Jewelry Workers Union, International (22)  
 Laborers' International Union of North America (78)  
 Laundry and Dry Cleaning International Union, AFL-CIO (18)

Leather Goods, Plastics and Novelty Workers' Union, International (46)  
 Letter Carriers, National Association of (70)  
 Lithographers and Photoengravers International Union (30)  
 Longshoremen's Association, International (85)  
 Machinists and Aerospace Workers, International Association of (66)  
 Meat Cutters and Butcher Workmen of North America, Amalgamated (60)  
 Metal Polishers, Buffers, Platers and Helpers International Union (23)  
 Molders' and Allied Workers' Union, AFL-CIO, International (27)  
 Musicians, American Federation of (21)  
 Office and Professional Employees International Union (16)  
 Oil, Chemical and Atomic Workers International Union (13)  
 Pacinghouse, Food and Allied Workers, United (50)  
 Painters, Decorators and Paperhangers of America, Brotherhood of (93)  
 Papermakers and Paperworkers, United (12)  
 Plasterers' and Cement Masons' International Association of the United States and Canada, Operative (73)  
 Plumbing and Pipe Fitting Industry of the United States and Canada, United Association of Journeymen and Apprentices of the (24)  
 Postal Clerks, United Federation of (77)  
 Potters, International Brotherhood of Operative (31)  
 Printers, Die Stampers and Engravers Union of North America, International Plate (52)

Printing Pressmen and Assistants' Union of North America, International (55)  
 Pulp, Sulphite and Paper Mill Workers of the United States and Canada, International Brotherhood of (8)  
 Retail Clerks International Association (59)  
 Retail, Wholesale and Department Store Union (68)  
 Rubber, Cork, Linoleum and Plastic Workers of America, United (17)  
 Seafarers International Union of North America (72)  
 Sheet Metal Workers' International Association (58)  
 Shoe Workers of America, United (32)  
 Stage Employees and Moving Picture Machine Operators of the United States and Canada, International Alliance of Theatrical (29)  
 State, County and Municipal Employees, American Federation of (4)  
 Steelworkers of America, United (7)  
 Stereotypers' and Electrotypers' Union of North America, International (8)  
 Stone and Allied Products Workers of America, United (82)  
 Stonecutters Association of North America, Journeymen (83)  
 Stove, Furnace and Allied Appliance Workers' International Union of North America (28)  
 Teachers, American Federation of (78)  
 Technical Engineers, American Federation of (47)  
 Textile Workers of America, United (38)  
 Textile Workers Union of America (43)  
 Tobacco Workers International Union (15)  
 Transit Union, Amalgamated (5)  
 Upholsterers' International Union of North America (6)  
 Woodworkers of America, International (76)

Shown above are the Union Labels, Shop Cards, Store Cards and Service Buttons of the national and international unions affiliated with the Union Label and Service Trades Department of the AFL-CIO. These emblems are the traditional signs of high quality goods and services produced and provided by American union members enjoying the best working conditions possible. They are emblems the consumer can trust to assure that he's getting the very best goods and services available for his money. To the American trade unionist they represent more than this. They represent goods and services produced or provided by their fellow trade union brothers. Trade unionists evidence that brotherhood, friendship and mutual support by demanding the products and services of other union members whenever they spend their own union-earned wages. In this way they help to keep decent wages, hours, working conditions and job security a reality for American workers. In turn they can depend on similar support from the rest of the nation's trade union

brotherhood. These important emblems appear as Union Labels on the highest quality products, as Shop Cards and Store Cards in places of business and are worn with pride by union members whose services are the finest available. Whenever and wherever you see these union emblems displayed you know that they symbolize decent working conditions, job security and the many other benefits brought about through the process of free collective bargaining. Demand goods and services bearing these emblems of free trade unionism whenever you shop—but go an important step further! Let the business man or storekeeper with whom you deal know that you are his customer because his products bear the Union Label, and because his service are marked by the Union Shop Card or Store Card. Identify yourself on every occasion as part of the largest and most important single consumer group in the United States today—the American trade union movement!

# AFL-CIO Praises Johnson Move To Hike Social Security Benefits

WASHINGTON—President Johnson's proposal for increases in social security benefits averaging at least 20 percent represents "a substantial down payment" on what organized labor believes is a needed 50 percent rise, AFL-CIO President George Meany declared.

Meany said the President had "wisely recommended . . . vital and necessary improvement" in the benefits schedule "which should bring new hope to more than 19 million elderly Americans."

The full 50 percent rise in benefits—called for by the last AFL-CIO convention—should go into effect, he suggested, as soon as it can be adequately financed without detriment to other high priority domestic and foreign commitments.

"We believe that the elderly and other Americans dependent on social security should share fully in the nation's economic progress," Meany added.

"The President's proposals reflect his commitment to that principle and deserve Congress' sympathetic consideration. To the President's recommendations, we would add the need for additional

improvements in both the disability insurance and medicare programs."

Meany said the President's program will be studied in depth by the AFL-CIO Executive Council at its meeting in February and a detailed statement will be made public at that time.

In his wide-ranging message to Congress on older Americans, Johnson noted that nearly 2.5 million individuals receive retirement benefits based on the minimum of \$44 a month, which would mean \$66 for a couple, and that the average benefit is only \$84, or \$126 for a couple.

"Although social security benefits keep 5.5 million aged persons above the poverty line, more than 5 million still live in poverty," he said. "A great nation cannot tolerate these conditions."

The President's specific proposals called for:

- "An increase of 59 percent for the 2.5 million people now receiving minimum benefits—to \$70 for an individual and \$105 for a married couple.

- "An increase of at least 15 percent for the remaining 20.5 million beneficiaries.

- "An increase to \$150 in the monthly minimum benefit for a retired couple with 25 years of coverage—to \$100 a month for an individual.

- "An increase in the special benefits paid to more than 900,000 persons 72 or over, who have made little or no social security contribution—from \$35 to \$50 monthly for an individual; from \$52.50 to \$75 for a couple.

- "Special benefits for an additional 200,000 persons 72 or over, who have never received benefits before."

## A Step Forward

The President estimated the cost of the additional payments at \$4.1 billion the first year and said they would lift 1.4 million persons "out of poverty this year—a major step toward our goal that every elderly citizen have an adequate income and a meaningful retirement."

He asked that the improved benefits be made effective as of next July 1.

To eliminate specific inequities and to close loopholes in the present law, he also recommended that:

- Social security benefits be extended to severely disabled widows under 62 who now have no protection.

- The earnings exemption, or the amount a retiree can earn without having his benefits cut, be increased by 12 percent—from \$125 to \$140 a month or \$1,500 to \$1,680 annually.

- The amount above the \$1,680 up to which a beneficiary can retain \$1 in payments for every \$2 in earnings be increased from \$2,700 to \$2,880 a year.

- Coverage be extended to an additional half-million farm workers.

- Federal service be applied as social security credit for those employees who are not eligible for civil service benefits when they retire, become disabled or die.

To keep the social security funds actuarially sound, Johnson proposed:

- A three-step increase in the amount of annual earnings on which social security taxes are levied—to \$7,800 in 1968, to \$9,000 in 1971 and to \$10,800 in 1974. The present maximum is \$6,600, and no future increase is on the statute books.

- An increase in the social security tax rate from the present 3.9 percent (plus one-half of 1 percent for medicare) to 4.5 percent in 1969 instead of 4.4 percent as in the present law, and to 5 percent in 1973 instead of 4.85 percent.

## Isthmian Wins Health Award



SIU-contracted Isthmian Lines was presented with a special Department of Health, Education and Welfare citation at a recent luncheon at New York's Downtown Athletic Club, in recognition of "the company's contribution to public health." Accepting the award above are, left to right: Cliff Wilson of the SIU Food and Ship Sanitation Department; Jack Dempsey, Jr., Vice-President of Isthmian; and Ralph VanDerwerker of the U.S. Public Health Service.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Farmers' Export Company of Kansas City, composed of Midwest cooperatives, will build a multi-million dollar, five-million-bushel capacity grain elevator at Ama, Louisiana, just eighteen miles up the Mississippi River from New Orleans.

Ground-breaking ceremonies for the elevator were held January 19. Construction will take eighteen months to complete, and the elevator will handle more than 100 million bushels of grain a year and employ between 50 and 100 persons.

### Mobile

Carpenter **Robert Callahan**, a Mobilian, last shipped out on the **Fortaleza**. Callahan has shipped in various deck department ratings from the Gulf ports for over twenty years. **B. D. Locke** prefers European and South American runs and when he does get one he likes to ship as an electrician. Seafarer **Charles A. Wahl** had to give up his job as Chief Cook on the **Claiborne** when she was laid up. The **Claiborne**, which had been plying the Puerto Rico run, was completely to Charlie's liking. Wahl makes his home with his mother in Fairhope, Alabama.

Mississippian **Wilmer E. Harper** likes to do his shipping from Mobile. His last trip was to Viet Nam as steward. Harper is looking for another trip to Viet Nam. Also, back from a rapid turnabout to Viet Nam, is **Bernard F. Overstreet**, who saw duty as FOWT on the **Canton Victory**. Overstreet has shipped from Mobile in various engine department billets for over twenty years. Another crew member on the **Canton Victory**, **AB W. F. (Dub) Simmons**, piled off her on return to the States. Simmons lives with his wife in Mississippi. He is registered in the deck department and is ready to go as soon as the board has something he likes.

### Houston

Some like it hot, as does Seafarer **J. A. Phillips**, who is looking for a run that will bring him warmer sunshine than that shining now over frigid Texas. Phillips recently piled off the **Transhudson** and is now eyeing the shipping board for a vessel heading toward India. And Bosun **C. Wright** was welcomed back to his home port



spends his time as bosun. His last ship on which he was bosun was **The Cabins**, an oil tanker. Homan, on the beach for six months, is now ready for a ship going anywhere. A trader by nature, Homan says he'll trade anything at any time; coins, stamps, horses, and tips. William Hale, also a bosun, prefers the hunting and fishing of the Slidell woods. He was bosun last on the **Halaula Victory**, plying the Viet Nam run. Hale has hugged the beach for sometime now and is casting his eye for a long run.

Seafarer **Ivy Cox** left the **Globe Traveler** after a number of runs to Viet Nam. He is now relaxing on the beach recuperating from the holidays. He makes his home in New Orleans. **Rudy Cancela** left the warmth of Tampa, Florida, to brave the New Orleans cold while looking for a berth to distant, perhaps warmer, lands.

## The Pacific Coast

by Frank Drozak, West Coast Representative



SIUNA-affiliated Cannery Workers Union of the Pacific, Terminal Island, Calif., has won a representation election victory over Teamster Local 942 of Los Angeles in an NLRB election held January 20th.

The final vote tally was for the Cannery Workers by a 2 to 1 margin: 44 to 23, for representation in collective bargaining at Fulham Bros. (Groton's Fish Sticks) in Wilmington, Calif.

### San Francisco

Shipping in the Bay Area remains very active. There are plenty of jobs available for AB's, Oilers and Bakers.

Paying off and signing on crews were the **Lynn Victory**, **Bowling Green**, **Transnorthern**, **Brigham Victory**, **Selma Victory**, **Mankato Victory**, **Panama**, **Bessemer Victory**, **Belgium Victory**, **Choctaw Victory**, **Penn Challenger**, **Princeton Victory** and the **Fairisle**.

Ships in transit are the **Steel Worker**, **Steel Traveler**, **Steel Artisan**, **Steel Seafarer**, **Geneva** and the **Yorkmar**.

Chief Steward **R. Ferrandiz**, known to his shipmates as "Be Bop," just piled off the **Wild Ranger** after a 15-month hitch on the Waterman vessel. Brother Ferrandiz has been with the SIU 20 years.

Chief Electrician **C. L. Van Epps** is also taking leave of his last SIU-contracted ship, the **Aniston Victory**, which is being overhauled in the yard. Brother Van Epps intends to head for his new home in Burbank, Calif., for a short vacation.

### Seattle

Payoffs this past period included the **Anchorage** and the **Columbia Victory**. Vessels in transit were the **Marymar**, **Walter Rice**, **Choctaw Victory**, and the **Canton Victory**. Sign-ons were the **Manhattan**, **Oberlin Victory**, and the **Transnorthern**.

Pensioner **Homer Nichols** dropped by the hall to see his old Seafarer buddies. Homer misses

the sea and his fellow Seafarers but finds his visits to the hall help make up for it.

**Alphonse Loguides** blew into Seattle recently. Alphonse recently paid off the **Seatrain Texas** in Wilmington. He's an oldtimer of 20 years standing.

**Robert "Flat Top" Cossiboin** just came in from Chicago to thaw out after a short vacation at home. Flat Top sailed as a second electrician aboard the **Mankato Victory** on his last trip and is now waiting for a ship. He too is 20 years SIU. A fine C-1, the **Cape Saunders**, is out of layup and this makes a lot of oldtimers damn happy.

### Wilmington

During the past couple of weeks we had the **Albion Victory** call for a full crew, after being laid up for 11 days, and we had 10 ships through in transit. Shipping is very active but the outlook is a little slow. A pickup in shipping should come the first week of February, when a number of ships will pay off on return from the Far East.

**James "Mac" MacKenzie** is back in Wilmington recuperating from surgery undergone at the USPHS in San Francisco. He should be FFD in the next couple of weeks and will be looking for the first wiper's job that hits the board.

**Steve Bernaldes** and **Pete Tapere** just blew in after a 7-month trip on the **Halaula Victory**. After a short respite on the beach with their families, and some time too spent seeing old shipmates, they'll be looking for another run.

## FINAL DEPARTURES

**Roger L. Hall, 35;** Lung disease claimed the life of Brother Hall. He died in the USPHS Hospital in Baltimore, after an illness of several weeks. Sailing as a Chief Steward, he lived in Beaver, Pa., with his wife, Millie. He is also survived by a son, Roger L. Hall, Jr. He joined the union in the port of New York in 1952.



**Inez Swindell, 55;** Brother Swindell died suddenly aboard an Isthmian ship in the port of Honolulu. A member of the Engine Department, he sailed as a wiper and tanker. A native and resident of North Carolina, he sailed out of Norfolk.



**John Van Dyk, 70;** A heart attack claimed the life of Brother Van Dyk. He died at the home of his daughter, Mrs. Janet M. Schwizer, of Babylon, N.Y. A widower, Mrs. Schwizer was his only surviving relative. Born in Holland, Brother Van Dyk was a long-time Seafarer.



**Thomas McCarthy, 65;** Brother McCarthy, who was retired and receiving an SIU pension, died of an intestinal disease. He lived in the city of his birth, Jersey City, N.J., part of the Port of New York. At the time of his retirement, Brother McCarthy worked for the Pennsylvania Railroad, in the deck department. He is survived by his wife, Anna.



**Vincent Daisey, 52;** Brother Daisey, a member of the SIU-affiliated Inland Boatmen's Union, suffered a sudden fatal heart attack at the Gloucester, N.J., Coast Guard Base. Born in Camden, N.J., he resided in that city with his wife, Bertha. With a rating as an oiler, Brother Daisey was working as a Watertender.



**John W. Picou, 63;** Brother Picou succumbed to heart disease in the USPHS Hospital, New Orleans. A New Orleans resident, he lived in that city with his wife, Laura, and two children. Brother Picou, who sailed as a steward, joined the union in New Orleans.



**Jessie B. Metcalf, 45;** Brother Metcalf died of a heart attack on the high seas on board the Eagle Voyager (Sea Transport) as the ship was approaching the Panama Canal. A resident of Baltimore, he is survived by his brother, Rooker Metcalf, and a sister, Mrs. Charles Baker.



**Honorio B. Gonzales, 57;** Brother Gonzales suffered a heart attack aboard the Del Sud (Delta), while the ship was tied up at the Galves Street Wharf in New Orleans. A steward, Brother Gonzales had been sailing for over 25 years. Born in the Phillipines, he resided in New Orleans. He is survived by his wife, Magdalen, and four children.



# Seafarer Donates Rare Type Blood To Save the Life of Union Brother

Brother Norman E. Wroten, Jr., 36, was called on last month to save a union brother's life. It was the second time that Seafarer Wroten had been called upon to save someone from the brink of death.

Brother William Reid, 52, was in the United States Public Health Service Hospital in New York's Staten Island. He had been in the hospital since December 10, the day he suffered a serious fall onto the deck of a tugboat on which he was serving as deckhand. He needed an operation on one of his legs and on a kidney.

The doctors could not proceed, however, because blood was needed for the kidney operation, and Brother Reid had a blood type —O, Rh Negative—so rare that only a few hundred people have it in the entire country.

The hospital staff spared no effort, but they could not obtain the needed O, Rh Negative blood. By Tuesday, January 3, the situation looked pretty grim. It was on that day, during a morning membership meeting, that SIU Vice President Earl "Bull" Shepard made a plea for anyone with the rare blood type to go to the hospital immediately to donate a pint of the precious fluid. It was a desperate plea, made at the moment a man's life was at stake. Seafarer Wroten stepped forward.

The fact that Brother Norman E. Wroten, Jr., was in the New York hall that Tuesday morning was a coincidence in itself, for Wroten lives in and sails out of the Norfolk area. The holder of two Engine Department ratings, FOWT and Pumpman, he had sailed as a Fireman, Oiler and Pumpman. He had enrolled though, in the Engineers' training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. On January 3 he was in the New York hall, having just completed his course work at the Engineers' school. He was waiting around to begin the nine-day written test two days later.

The day after he successfully completed his written test on January 20, he went to the USPHS hospital to visit Brother Reid, the man whose life he saved.

When he walked into Brother Reid's room, Reid was sitting in a wheelchair talking to his wife. Al Bernstein, SIU Director of Welfare Services, introduced the two Seafarers.

"This is Norman Wroten, the man who gave you the blood," Bernstein said.

Mrs. Reid was the first to speak. "Thank you very much for what you did for my husband." It was all she had to say. Then the two men shook hands, and Brother Reid said simply, "Thanks, thanks a lot."

"That's all right," replied Brother Wroten, "maybe you can do the same for me some day."

For Brother Wroten, the year 1959, marked the first time that he gave blood. A three-year-old girl, the daughter of an SIU man in Baltimore, was dying in Johns Hopkins University Hospital. She was a hemophiliac, or bleeder. Slowly, she was bleeding to death from a wound. She needed O, Rh Negative blood, the rarest type. The hospital blood bank did everything it could to get the rare blood, but to no avail. Wroten stepped forward just as he did for



"Thanks, thanks a lot," William Reid said to Norman Wroten when the two men first met during a hospital visit. Brother Wroten gave Seafarer Reid some of his extremely rare type blood, needed for an operation on Reid's kidney. Looking on as the two shake hands are Mrs. Reid and SIU Welfare Services Director Al Bernstein.

Reid and donated the needed blood.

Brother William Reid is now recuperating in the Hospital after two operations. Talking to the Log about his former job as a tugboat deckhand with the New York, New Haven and New Hartford Railroad, he said, "when I took it, they told me it was temporary. That was 30 years ago."

He makes his home in the Bronx, New York, with his wife, Madeline. He takes a busman's holiday every once in a while to go deep sea fishing. Another of his hobbies is golf, which he took up last year.

Brother Norman E. Wroten, Jr., is the holder of two Engine Department ratings, FOWT and Pumpman. He first found out he

had O, Rh Negative type blood when he joined the Marine Corps Reserve. He saw service in Korea from 1950 to 1952, when his unit was called up for active duty.

Brother Wroten enrolled in the Engineers' school on August 23, 1966. He graduated January 19, 1967, after successfully taking the nine-day written Coast Guard examination.

Brother Wroten at one point expressed some doubt about his ability, telling Vice President Earl "Bull" Shepard before he took the exam, "I shouldn't have taken all that help from the Union, because I won't pass the test." Not only did he pass the test, but he passed it with flying colors, and now holds a license as Second Assistant Engineer.

## PERSONALS

### Anthony P. Rogers

Please contact your wife, Mrs. Della Rogers, as soon as possible.

### D. Rosby

Please contact Joseph Fiesel on the Del Norte regarding his suitcase.

### Richard Morris, Jr.

Please contact your wife, at Rt. 2, Vinemont, Ala. 35179, as soon as possible.

### Santos Leo Townsend

Please contact your sister, Lillie, as soon as possible. Her address is 119 E. Rodriguez St., Del Rio, Texas.

### Francis Reilly

Please contact your wife as soon as possible. Her address is 1505 Heron Drive, Mobile, Ala. 36605.

### James Gilliam

Please contact your attorneys, Rutledge & Milledge, 601 Flagler Federal Building, Miami, Fla., immediately. The phone number is (305) 373-2137.

### Robert D. Bridges

Your mother would like you to contact her at once. The address is 132 Holland Rd., Ormond Beach, Fla. 32074.

### Walter Fitch

Please contact your mother as quickly as possible. Her address is 205 E. Nesquehoning St., Easton, Pa.

### John J. Cannon

Please get in touch with your wife as soon as possible.

### Leonard Meek

Please contact John F. Laughlin, 7366 1/2 Melrose, Los Angeles, Calif.

### Jim Gouldman

Please contact John F. Laughlin, 7366 1/2 Melrose, Los Angeles, Calif.

### David Wardingley

Please contact R. Suchie as soon as possible about a very important matter. The address is 99 Beacon Drive, Milpitas, Calif. Telephone number is (408) 262-0636. Call after 6 p.m.

## Seafarer Morgan Retires



John L. Morgan (right) is presented with his first pension check. Brother Morgan was an employee of M. L. Hudgins. Presenting him with his check in the Norfolk hall is Patrolman Steve Papuchis.

# From the Ships at Sea

Seafarer Manuel A. Silva wrote the following note to the Log: "I would like to let you know that everything is running smoothly aboard the *Penmar* (Calmar), and we expect to be in New York soon.

"We were presented with a really good dinner on Christmas. As you can see from the menu I am sending, our Steward gave us the best food we can have aboard a ship. We are proud of having such a good Steward who takes care of us. On New Year's Day, the meal was great, too. Everyone is happy aboard the *Penmar*."

The menu began with a wide choice of appetizers, including stuffed celery, deviled eggs, assorted canapes, and shrimp cocktail.

The entrees from which the celebrants aboard the *Penmar* chose were: roast young tom turkey with giblet gravy and oyster dressing and cranberry sauce; roast prime ribs of beef au jus; Virginia ham steak Hawaiian style; broiled halibut steak maitre d'hotel; and cold meats platter. A large assortment of vegetables was available.

Desserts included pumpkin pie, mince meat pie, "Old Grand Dad Fruit Cake," ice cream, fresh fruit, and various cheeses. The last item on the menu was "Merry Christmas to all."

The importance of conserving water on the Vietnam run was stressed during a recent voyage on the *Transyork* (Commodity Chartering Corp.), Meeting Chairman James W. Canard pointed out. Seafarers were requested to make sure they conserve water so it will not be necessary to ration it before arrival in port. Canard requested caution when using the laundry and showers. Meeting Secretary Clarence Jordan stated that the cleaning of the laundry was done in rotation by each department and by the crewmembers on sanitary duty. Jordan reported that a motion was made and carried about the possibility of installing an inter-communications system from the saloon to the galley for orders to be called down from topside.

Illness forced a special election on the *Connecticut* (Oriental Exporters), Meeting Chairman A. W. Morales writes. Thomas Cox was hospitalized in Yokohama. Succeeding him is Frank P. Scourkees, unanimously elected. Seafarers requested the posting of the address of the new SIU hall in Yokohama on the ship's bulletin board.

The captain of the *American Pride* (American Sealanes) gave the Seafarers who made up the ship's crew a vote of thanks for the way that they performed their duties. Meeting Chairman B. D. Williams reports to the Log that the crew is experiencing a good trip, with everything running smoothly.

Brother Ray Cox, sailing in the Engine Department of the *Aldina* (Wall Street Traders), suffered an accident at sea. He was taken off the ship by helicopter and put aboard the carrier, *Wasp*, to be treated, then taken ashore to a hospital. Peter U. Hammel was elected as the Ship's Delegate, writes Meeting Secretary Jeffrey Nolan.

Brother Joseph Whalen is serving in a dual capacity aboard the *Del Mar* (Delta). He holds the office of Meeting Secretary as well as that of Ship's Delegate. The latter office was conferred on him during the last ship's meeting. The *Del Mar* has a new washing machine aboard.

Even in good European hotels, except in the newest ones, there is usually no private bathroom. Both men agreed that European hotels are built better and are quieter than American-style hotels. Many of them have double doors leading into each room, to insure quiet.

Seafarers aboard the *Steel Chemist* (Isthmian) hope to have a new refrigerator and a new ice cube making machine installed during this trip. "The old ones just can't make it anymore," writes Meeting Secretary E. Brinn. Brother L. Harvey suggested that the crew members pick up any loose gear and to bring back cups to the galley.

Crewmembers on the *Transhatteras* (Hudson) unanimously agree that skipper H. Cumbo is the best Captain they have ever sailed with, Meeting Chairman J. R. Prestwood writes. There have been no Logs or beefs in the four month-ten day trip. Meeting Secretary C. O'Neil informs that E. V. Russell was taken off the vessel in Kuwait after an injury to his arm.

## Locally Run Hotels Give Seafarers The Best Service in Foreign Ports

"If you really want to meet the people, it doesn't pay to stay in an American-style hotel." This was the opinion of Seafarer Klaus Peter Schluter during a bull session on hotels around the world that a Log staff writer sat in on in the New York hall.

There are now American style hotels in almost every major port of the world, many of them run by the Hilton chain. Seafarer Walter L. Kompton, Jr., agreed with Seafarer Schluter that though there are differences that take some getting used to, the better European hotels are equal to, and in some ways, surpass the American-style hotels. Both men sail in the Deck Department, as AB's.

Contrary to what many believe, the best European hotels are not less expensive than the American-style hotels. The Hilton hotels in Europe are \$6.50 a day and up. They are the cheapest first class hotels.

European hotels usually include three meals a day as part of the room charge. The guest pays for these meals, whether he eats them or not. "European hotels charge extra for everything," Brother Schluter said. These "extras" include the use of an outside bathroom, and even, in one hotel he stayed in, a charge for heat. There is generally a service charge of either 10 or 15 per cent, but no tips are expected. The cheapest hotels in Western Europe, he said, are in Spain and Portugal. In those

countries one can get a good room for three or four dollars a day. The most expensive hotels in the world, both Seafarers agreed, are not in Europe, but in Japan. The best hotel in the world, the Seafarers agreed, is the International Hotel in Hong Kong. For only four dollars a day, Brother Kompton said, the visitor is provided with luxurious accommodations that include wall-to-wall carpeting, a tiled bath and shower and armchairs. The best buys in European accommodations are the second class European hotels. "They aren't Hiltons," Brother Schluter said, "but they aren't dumps either." The guest gets as fine service as in the first class hotels, but for considerably less. "You don't pay for a name," Schluter explained. "Men who travel for a living—really experienced travellers—stay at these small hotels," he said.



Brother Ernesto Ramirez entertains his fellow crew members, officers and passengers aboard the *Del Norte* (Delta) during a recent trip. He plays a harp of Guarani Indian origin, from his native Paraguay. He has been playing the instrument for several months.

## Seafarer's Paraguayan Indian Harp Entertains Del Norte Crewmembers

Seafarers, officers and passengers aboard the *Del Norte* (Delta) and other SIU ships are being entertained at sea by a budding harpist from Paraguay, Brother Ernesto Ramirez.

Brother Ramirez is a native and a citizen of Paraguay, a country in the northern part of South America. The harp that he plays is also of Paraguayan origin. Specifically, it was developed by the Guarani, or Tupi-Guarani, Indi-

ans of ancient Paraguay.

The Guarani civilization was a highly advanced one. According to the only English language guide to their history, an epic poem entitled "A Tale of Paraguay," by the poet laureate of England in 1825, Robert Southey, almost the entire tribe was wiped out by smallpox soon after the arrival of the Spanish conquistadors. The only survivors were a young man and a girl. Though they were both ravaged by the disease, they left their homeland, settled in a jungle glade far from the Spanish, and slowly recovered their health. After having a son together, they were found by a Spanish missionary, who converted them to Christianity.

Although the Tupi-Guaranis have died out, fragments of their culture remain in Paraguay. One of them is the harp which Brother Ramirez is learning to play. He took up the ancient instrument seven months ago. When on the beach in his home port of Houston he takes lessons from a fellow-Paraguayan, Mrs. Dina Cibils. Since he started playing the Guarani harp, he has taken the instrument on all the ships that he has sailed on. He practices and entertains on each ship.

Brother Ramirez, 40, sails in the Deck Department as an Ordinary Seaman. He joined the SIU in the port of Houston, where he lives with his wife, Mary.

## 'The Best Menu'



"It is said by many to be the 'best menu among the non-passenger feeders.'" This is what Seafarer William Cameron, who sent in this picture, said about the National Defender (National Transport) Stewards. Emizelo "Connie" Cononizado, Chief Cook, is on the left. Steward Fred Hicks, Jr., is busily at work preparing the menu.

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME .....

STREET ADDRESS .....

CITY ..... STATE ..... ZIP .....

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below.

ADDRESS .....

CITY ..... STATE ..... ZIP .....

# Seafarer Begins Pharmacist Career —Thanks to SIU Scholarship Program

Many Seafarers have taken advantage of the SIU scholarship program in recent years to get college educations and embark on successful careers. One such Seafarer is Brother George F. Johnson of New Orleans. Now a successful pharmacist, he sent the following letter to the Log recently, describing his personal experience in the hope that more brothers will take advantage of the SIU Scholarship Plan.

"Recently a steamship whistle on the Mississippi River recalled to me the pleasant times I used to have on the sea. It was seven short years ago that the Del Norte (Delta) broke down in Rio, necessitating the crew to get off for a trip when we finally arrived in New Orleans.

"The 'break-down' turned out to be a lucky one because it gave me an opportunity to sit for the SIU scholarship exam. Since I was 34, I didn't think there was a chance, but at least would try. Later, on the Del Norte again, a cable was handed to me confirming the scholarship. It was quite a surprise.

"There was over 10 years of sea water in my veins, but the challenge of the scholarship and the thought that it would go to waste if it were not used determined my decision to try it.



Johnson

"This last summer I received my license to practice pharmacy. The time it took to do this has dried up most of the salt water in me, but I still have a love-dread feeling for the sea—like the love one has on a cold night for the warmth of a flame.

"My letter has three objectives: to thank my friends for helping me, to encourage some of the older Seafarers to try for the scholarship, and to thank the Union for the challenge and scholarship."

It was May 2, 1960 that the five members of the Andrew Fureseth Scholarship Committee—all distinguished educators—met in the plan office to consider applications for awards.

As they have every year since the SIU scholarship program began in 1953, the committee had to choose the five winners of the SIU scholarships. There were about 30 Seafarers and children of Seafarers competing for the five awards. The Scholarship Program stipulates that at least one of the five scholarships awarded go to a Seafarer. In this case, it was George F. Johnson.

George Frederick Johnson was born near the town of Marion,

Ind. He attended high school in Warren, Indiana. Though he was in the upper third of his class, he did not go on to college. Instead, he became a skilled cook and baker and, when he was 21, he joined the SIU in Norfolk. He had a rating of Second Cook and Baker. Later he achieved an additional rating of Assistant Electrician. Brother Johnson sailed mostly in the Steward Department, however.

A bachelor, he made his home in New Orleans, living at various addresses in that city, and usually sailed out of that port.

Brother Johnson began his academic career in September, 1960, entering Loyola University, located in his adopted city of New Orleans. A coeducational school with about 3,800 students, the University, open to those of any faith, is run under the auspices of the Society of Jesus, the Catholic order better known as the Jesuits. It takes 15 years of study to become a full-fledged member of that teaching order, famous for the high caliber of its scholarship.

At first, Brother Johnson thought he would study medicine. He changed his mind, however, and majored in pharmacy.

The chance to get a higher education has meant more to Brother Johnson than just the means to be a qualified professional. In a letter he wrote the SIU early in his academic career, in April, 1961, he said:

"I have received the final payment of the Spring, 1961, semester award. I wish to express my appreciation for the courtesy shown to me by you and to express my gratitude for the financial aid which has enabled me to sample academic life . . .

"In my case, this year in college has sharpened my appreciation of intangibles and will enrich my future life. It is a world of difference between feeling something and knowing something."

## SIU ARRIVALS

Leslie Jeanne Fontaine, born January 1, 1967, to the Arthur J. Fontaines, Pawtucket, Rhode Island.

Paul Irvin Johnson, born October 23, 1966, to the Ralph Johnsons, New Orleans, La.

George Martin, born November 17, 1966, to the George Martins, Baltimore, Maryland.

Jo Marie Murphy, born December 19, 1966, to the Kenneth L. Murphys, Hallowell, Maine.

Mary Kathleen Needham, born December 25, 1966, to the Robert C. Needhams, Elberta, Michigan.

Baldemar Salazar, born November 11, 1966, to the Isidore I. Salazars, Galveston, Texas.

Stanley Solis, born October 16, 1966, to the Estanislao Solis, Texas City, Texas.

Keny Taylor, born November 25, 1966, to the L.A. Taylors, Vanceboro, N.C.

Jonnie and Donnie Barton, born December 24, 1966, to the Rodney Bartons, Houston, Texas.

Brian D. Elowsky, born November 8, 1966, to the Darryl Elowskys, Buffalo, New York.

Matthew McCauley, born December 2, 1966, to the Marlin M. McCauleys, Jasper, Texas.

Rachel Huber, born November 18, 1966, to the Gerald E. Hubers, New Orleans, La.

John Primeaux, Jr., born October 29, 1966, to the John R. Primeauxs, Maunice, La.

Holly Lee Shine, born December 27, 1966, to the Don H. Shines, Theodore, Alabama.

John Schard, Jr., born October 20, 1966, to the John Schards, Oakland, Michigan.

### Lifeboat Class No. 168 Weighs Anchor



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP  
LIFEBOAT CLASS No. 168 GRADUATED DEC. 16, 1966

The latest crop of Seafarers to graduate from the SIU's Lifeboat School in Brooklyn pose proudly after successfully passing the Coast Guard examination that qualified them as official lifeboatmen. The graduates include (seated, l-r): Spiros E. Panacatos, Herbert D. Smith, Ralph E. Snider and Robert R. Perene. Standing (l-r) are: Paul Harpold, Wayne R. Williams, Thomas Gordon, Raymond Danielak, Charles Seelig, and Instructor Arni Bjornsson.

### Cites Pollution As Menace To Cities

To The Editor:

New York City, which I visited recently after paying off a ship, was like a breath of death. After months out to sea in the fresh air, I found the city unbearable due to its air pollution. It smelled, too. You could taste it. How can people live there? I don't know. They must be doing something wrong. Your articles on air pollution are just what's needed. Keep it up.  
John DiBrioso

### Commends Joint Union Program

To The Editor:

The SIU-District 2 MEBA Supplement which was included in the last issue of the Log was a splendid and welcome addition. The jointly operated engineering school run by the two unions shows what can be accomplished if one union works with another. The spirit of inter-union cooperation does much for the entire labor movement.  
John Foster

### Decline Of Fleet Must Be Halted

To The Editor:

Throughout most of our history, the United States has been one of the great maritime nations of the world. I believe, as I'm sure most of us do, that this was one of the reasons the United States became the great country that it is.

At one time our merchant fleet was second only to England's, and our fishing and whaling industries were second to none.

Now we have sunk to sixth place among the maritime nations of the world. We let other nations' ships carry our goods to other lands and use foreign ships to bring their wares to us. We have let our fleet decay in "mothballs" and have let American ships register in Liberia, Panama and other countries.

The very least Congress can do is to plug the loopholes that permit American ship owners to register their vessels in foreign countries and use foreign seamen to crew their ships.

I think much more should be done to build up our Merchant Fleet, such as more government subsidies. But the very least that should be done, and it should be done immediately, is to bring back our ships now registered in the fleets of other countries.  
Brendon Kilberg

### SIU Upgrading In Best Labor Tradition

To The Editor:

Of all the hundreds of labor unions in the country, I sincerely think the SIU is one of the best. One of the hallmarks of a great union is the educational opportunities it provides its membership. Providing a chance to upgrade within one's craft is one of the criteria that separates the good union from the merely good union.

The SIU's engineering school is a fine example of a union that

SIU picks up the entire tab, including living expenses, and tailors the course to fit the individual and prepare him for his Coast Guard examination for an engineer's license, is in the best tradition of fine labor unions.

Now the SIU has enlarged its upgrading program, and added a deck officers' school. This gives a large segment of the rank and file an opportunity to upgrade themselves who never had the opportunity before. I think Seafarer James Byrnes, the first to win his mate's license, expressed the feeling of many SIU men when he said: "The Deck Officers' Training School is fabulous. Without the training available at the Union school it would be almost impossible to upgrade your skills enough to get a mate's license."

Lester Marples

### War On Poverty Must Continue

To The Editor:

Every member of the AFL-CIO should do everything he can to keep the war on poverty going. It is a national disgrace that things haven't changed much since the thirties. Now, in a time of unprecedented prosperity for most of us, one third of the nation still lives in poverty.

The war against poverty, like the war in Viet Nam, will be a long, difficult and grim one. It cannot be won overnight. It must include educating and changing the basic orientation of large masses of our popula-

## LETTERS To The Editor

tion. It involves giving them the opportunity to get training, to get decent housing, to hurdle the barriers of racial and ethnic discrimination.

Every union man should make his feelings about the poverty programs known to his congressman and senators. He should do what he can to help support programs in his neighborhood. And let's all get behind the AFL-CIO one hundred per cent in their continued support on the war on poverty.  
Steve Harrison

### Seafarer's Pension 'Best In World'

To The Editor:

My wife and I wish to thank one and all for the Pension Fund and the help it has given us since I have been on pension. I don't believe there is a pension fund anywhere in the world that treats its members so well. Once again, we thank you with all our hearts.  
Lawrence and Lillian Seesholtz

To The Editor:

A note of thanks to the Union for the generous increase in the Pension Plan.

My family and I are very grateful to the SIU and all its members. We thank it with all our hearts.  
George E. Thayer

# Schedule of Membership Meetings

**SIU-AGLIWD Meetings**

New Orleans Feb. 14—2:30 p.m.  
 Mobile . . . . Feb. 15—2:30 p.m.  
 Wilmington Feb. 10—2:00 p.m.  
 San Francisco Feb. 22—2:00 p.m.  
 Seattle . . . . Feb. 24—2:00 p.m.  
 New York . . . Feb. 6—2:30 p.m.  
 Philadelphia Feb. 7—2:30 p.m.  
 Baltimore . . . Feb. 8—2:30 p.m.  
 Detroit . . . . Feb. 10—2:30 p.m.  
 Houston . . . . Feb. 13—2:30 p.m.

**Great Lakes SIU Meetings**

Detroit . . . . Feb. 6—2:00 p.m.  
 Alpena . . . . Feb. 6—7:00 p.m.  
 Buffalo . . . . Feb. 6—7:00 p.m.  
 Chicago . . . . Feb. 6—7:00 p.m.  
 Cleveland . . . Feb. 6—7:00 p.m.  
 Duluth . . . . Feb. 6—7:00 p.m.  
 Frankford . . . Feb. 6—7:00 p.m.

**Great Lakes Tug and Dredge Region**

Chicago . . . . Feb. 14—7:30 p.m.  
 †Sault Ste. Marie Feb. 16—7:30 p.m.  
 Buffalo . . . . Feb. 15—7:30 p.m.  
 Duluth . . . . Feb. 17—7:30 p.m.  
 Cleveland . . . Feb. 17—7:30 p.m.  
 Toledo . . . . Feb. 17—7:30 p.m.  
 Detroit . . . . Feb. 13—7:30 p.m.  
 Milwaukee . . . Feb. 13—7:30 p.m.

**SIU Inland Boatmen's Union**

New Orleans Feb. 14—5:00 p.m.  
 Mobile . . . . Feb. 15—5:00 p.m.  
 Philadelphia Feb. 7—5:00 p.m.  
 Baltimore (licensed and unlicensed) Feb. 8—5:00 p.m.  
 Norfolk . . . . Feb. 9—5:00 p.m.  
 Houston . . . . Feb. 9—5:00 p.m.

**Railway Marine Region**

Philadelphia Feb. 14—10 a.m. & 8 p.m.  
 Baltimore Feb. 15—10 a.m. & 8 p.m.  
 \*Norfolk Feb. 16—10 a.m. & 8 p.m.  
 Jersey City Feb. 13—10 a.m. & 8 p.m.

**United Industrial Workers**

New Orleans Feb. 15—7:00 p.m.  
 Mobile . . . . Feb. 15—7:00 p.m.  
 New York . . . Feb. 6—7:00 p.m.  
 Philadelphia Feb. 7—7:00 p.m.  
 Baltimore . . . Feb. 8—7:00 p.m.  
 †Houston . . . Feb. 13—7:00 p.m.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
 † Meeting held at Labor Temple, Newport News.  
 † Meeting held at Galveston wharves.

## DIRECTORY of UNION HALLS

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

**PRESIDENT**  
Paul Hall

**EXECUTIVE VICE PRESIDENT**  
Cal Tanner

**VICE PRESIDENTS**  
Earl Shepard  
Lindsay 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 1-0732

**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.** . . . 610 Jackson Ave. TL 3-9259

**NORFOLK, Va.** . . . . 115 3rd St. Tel. 622-1892

**PHILADELPHIA, Pa.** . . . 2604 S. 4th St. DE 6-3818

**PORT ARTHUR, Tex.** . . . 1348 Seventh St. DO 2-4401

**SAN FRANCISCO, Calif.** 350 Fremont St. DO 2-4401

**SANTURCE, P.R.** . . . 1313 Fernandez Juncos Stop 20 Tel. 723-8594

**SEATTLE, Wash.** . . . . 2505 First Avenue MA 3-4334

**ST. LOUIS, Mo.** . . . . 805 Del Mar CE 1-1434

**TAMPA, Fla.** . . . . 312 Harrison St. Tel. 229-2788

**WILMINGTON, Calif.** . . . 505 N. Marine Ave. 834-2528

**OVERSEAS ROSE** (Maritime Overseas), December 16—Chairman, Norris Tripp; Secretary, Stanley Schuyler. Brother Norris Tripp was elected to serve as ship's delegate, \$20.00 in ship's fund. No beefs reported by department delegates.

**DEL MAR** (Delta), December 11—Chairman, V. S. Alford, Jr.; Secretary, J. N. McLaren. \$476.51 in movie fund. Disputed OT in deck and engine departments. Vote of thanks to the chief electrician for a job well done.

**FENN VICTORY** (Waterman), December 4—Chairman, John E. Booth; Secretary, Delaware E. Eldemier. \$20.00 in ship's fund. No beefs reported by department delegates.

**CHILORE** (Venore), December 11—Chairman, S. Pasewitz; Secretary, E. C. Danner. Some disputed OT to be squared away. Vote of thanks extended to the ship's delegate. Mail service in port. Discussion about more juices and more fresh milk being served. Ship needs to be fumigated. Discussion about repairs, and life jackets for men on bow, bridge and lookout.

**TAMARA GULDEN** (Transport Commercial), December 3—Chairman, K. Sterner; Secretary, C. Galt. \$26.20 in ship's fund and \$428.11 in movie fund. Few hours disputed OT in engine department, otherwise everything is running smoothly. Fresh water situation to be taken care of. Crew requests contracts put on ship upon arrival in U. S. Steward thanked all hands for their cooperation.

**FLORIDIAN** (South Atlantic), January 1—Chairman, C. Henning; Secretary, N. Sabia. Ship's delegate informed the crew that the ship's chandler is supplying better fruit. No beefs were reported by department delegates. Brother M. R. Scott was selected to serve as new ship's delegate, replacing Brother H. Miranda. Vote of thanks to the steward department for the excellent Thanksgiving, Christmas and New Year's dinners. Also for a variety of balanced menus.

**TRANSHATTERAS** (Hudson Waterways), December 27—Chairman, J. R. Prestwood; Secretary, C. O'Neill. Two brothers were taken off ship due to injuries. Some disputed OT in engine department, otherwise no beefs were reported by department delegates. Patrolman to be contacted about engineers allowing natives to use crew's washing machine. Vote of thanks to the steward department. Vote of thanks by crew members to crew for their cooperation in keeping pantry and messhall clean. Crew stated that Capt. H. Cumbo, the skipper on this ship, is best skipper crew has ever sailed with.

**CITY OF ALMA** (Waterman), November 26—Chairman, Walter Geis; Secretary, Howard Mens. No beefs reported by department delegates. One man in engine department missed ship in New Orleans. Brother Howard Mens was elected to serve as ship's delegate. Crew requested to keep passageways clean and messhall clean.

**TRANIERE** (Hudson Waterways), December 18—Chairman, J. MacDonald; Secretary, Frank Redville. No beefs reported by department delegates.

**FAIRISLE** (Pan Oceanic Tankers), November 26—Chairman, Ira C. Brown; Secretary, G. Oreggs. Brother Goncalves was elected to serve as ship's delegate. Two men in steward department paid off under mutual consent.

**SPITFIRE** (General Cargo), December 21—Chairman, M. J. Phelps; Secretary, E. A. Gerich. No beefs and no Logs. Pretty good voyage. One man paid off the ship in Santos, Brazil under mutual consent. Vote of thanks extended to the ship's delegate.

**BEL MONTE** (Delta), December 24—Chairman, G. C. Hoffman; Secretary, A. G. Epeneda. \$2.00 on ship's fund. Ship's delegate reported that everything is running smoothly with no beefs. Repair list was taken care of in fine order. Brother Hoffman, ship's delegate, was extended a vote of thanks for a job well done.

**CALMAR** (Calmar), December 24—Chairman, Robert Maxwell; Secretary, Vernon Douglas. Brother Prince Baker was elected to serve as ship's delegate. Vote of thanks was extended to the steward department.

**TRANSLOBE** (Hudson Waterways), January 3—Chairman, Frank E. Reese; Secretary, Richard Hufford. Ship's delegate and deck delegate were called to the Master's office on December 25, 1966 regarding longshoremen's strike in Saigon. This involved deck department members to operate winches and act as hatch signal men. Ship's delegate went to longshoremen's hall to find out what the strike was about. A wire was sent to headquarters. As of this date, no reply. Motion was made to do away with all gangway watches. Motion that boarding patrolman check with MSTB regarding P.X. privileges for new crewmembers. All black gang quarters need sweeping. Delegate to see Chief Engineer regarding same. \$20.65 in ship's fund.

**CORNELL VICTORY** (Waterman), January 7—Chairman, A. Tremor; Secretary, Otis Parker. No beefs and no disputed OT reported by department delegates. Vote of thanks to the steward department for a job well done. Vote of thanks extended to Captain Lumbard.

**EXPRESS VIRGINIA** (Virginia Lines), January 7—Chairman, L. W. Cartwright; Secretary, G. Van Eken. Brother T. A. Robinson was elected to serve as ship's delegate. Work on laundry and ice machine to be completed leaving Yokohama. No beefs reported.

**BRIGHAM VICTORY** (Blossfeld), December 17—Chairman, George Pritts;

## DIGEST of SIU SHIP MEETINGS

sky; Secretary, Rowan O. Nell. Brother Vincent Sierra was elected to serve as ship's delegate. Crew would like to have the patrolman speak to the Captain and find out why crew cannot have American money for draws instead of Viet Nam currency. Crew decided to put in for subsistence for six days due to lack of cold water for showers and for drinking.

**SANTA EMILIA** (Liberty Navigation), December 11—Chairman, Louis E. Meyers; Secretary, James T. Myers. Brother Louis Meyers was elected to serve as ship's delegate. One man in engine department missed ship in Bangor. Motion to have all rooms painted.

**DE SOTO** (Waterman), December 12—Chairman, J. P. Castronover; Secretary, J. F. Castronover. No beefs reported by department delegates. Brother Charles Wedgeworth was elected to serve as crew ship's delegate. Ship's delegate to contact boarding patrolman regarding repairs and contamination of fresh water.

**BELOIT VICTORY** (Metro Petroleum), January 1—Chairman, J. M. B. Hewitt; Secretary, Sherman Wright. \$12.31 in ship's fund. No disputed OT reported by department delegates. Everything is running smoothly.

**STEEL APPRENTICE** (Gothman), January 1—Chairman, John Abraham; Secretary, John Wolkowski. \$12.00 in ship's fund. Motion made that the matter of rusty drinking water should be taken up with patrolman.

**DEL ALBA** (Delta), January 1—Chairman, J. Howison; Secretary, J. Higgins. Few hours disputed OT in engine and steward department. Vote of thanks was extended to the steward and the entire steward department for the great Christmas Dinner.

**CITADEL VICTORY** (Waterman), January 2—Chairman, Jim Boland; Secretary, P. E. Martt. \$4.05 in ship's fund. No beefs reported by department delegates. Everything is running smoothly. Crew want to know why the shipping companies can't give a man a new Social Security Card at the end of the fiscal year. Also, when are the members going to get the standard 20-year Retirement Plan. Vote of thanks to Brother Jack Saki and the steward department for the wonderful Christmas Dinner.

## UNFAIR TO LABOR DO NOT BUY

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

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

## KNOW YOUR RIGHTS

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:  
Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N. Y.  
Full copies of contracts 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 filling for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

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

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

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel a 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

## SUBIC BAY



**D**URING the past 1,700 years, a variety of citizens of all nations have visited or settled in Subic Bay of the Philippine Islands. Today, Subic Bay is welcoming thousands of Seafarers who may visit this port on the Viet Nam run aboard many of the Seatrains ships that ply the Far East.

A whole range of civilizations has made its influence felt in this region. From the year 200 until 1325, the Islands were a dependency of successive Hindu-Malayan empires in Indo-China, Sumatra and Borneo. A Javanese empire ruled from 1325-1405; China's Ming dynasty from 1405-1440; then Spain; and finally, in 1898, the United States, which overthrew Spanish rule and itself reigned until 1946, when World War Two had become a secure victory and independence could be returned safely to the Filipinos.

Subic Bay is one of the more exotic and colorful spots on earth, for it is a prime Asiatic port and greets visitors and traders from the entire globe. Commerce on this scale has greatly influenced the population of the Philippines in general. Only 50% of the island's peoples are Filipino. The rest of the inhabitants are either Asiatic, European, or American.

The abundant rain and moderate climate is otherwise fruitful, yielding a plentiful crop of rice, sugarcane, coconuts, and tobacco. Mechanization typical of the 20th Century has made inroads in the Philippines, where the manufacture of cigars and the mining of iron ore is carried on to a profitable extent.

Many oldtimers in the SIU become nostalgic at the mention of Philippine ports such as Subic Bay or Manila as they remember the great conflicts of World War II that centered in this region.



This tribesman is armed with the weapon his people have hunted with for centuries. He performs at the Filipino-American Friendship Fiesta.



These brilliant, multi-colored sails adorn "vintas," vessels said to go faster even than ordinary motor boats. Vintas are used in such Philippine endeavors as fishing, pearl diving, and simply as a conveyance among the many islands that make up the Philippines.



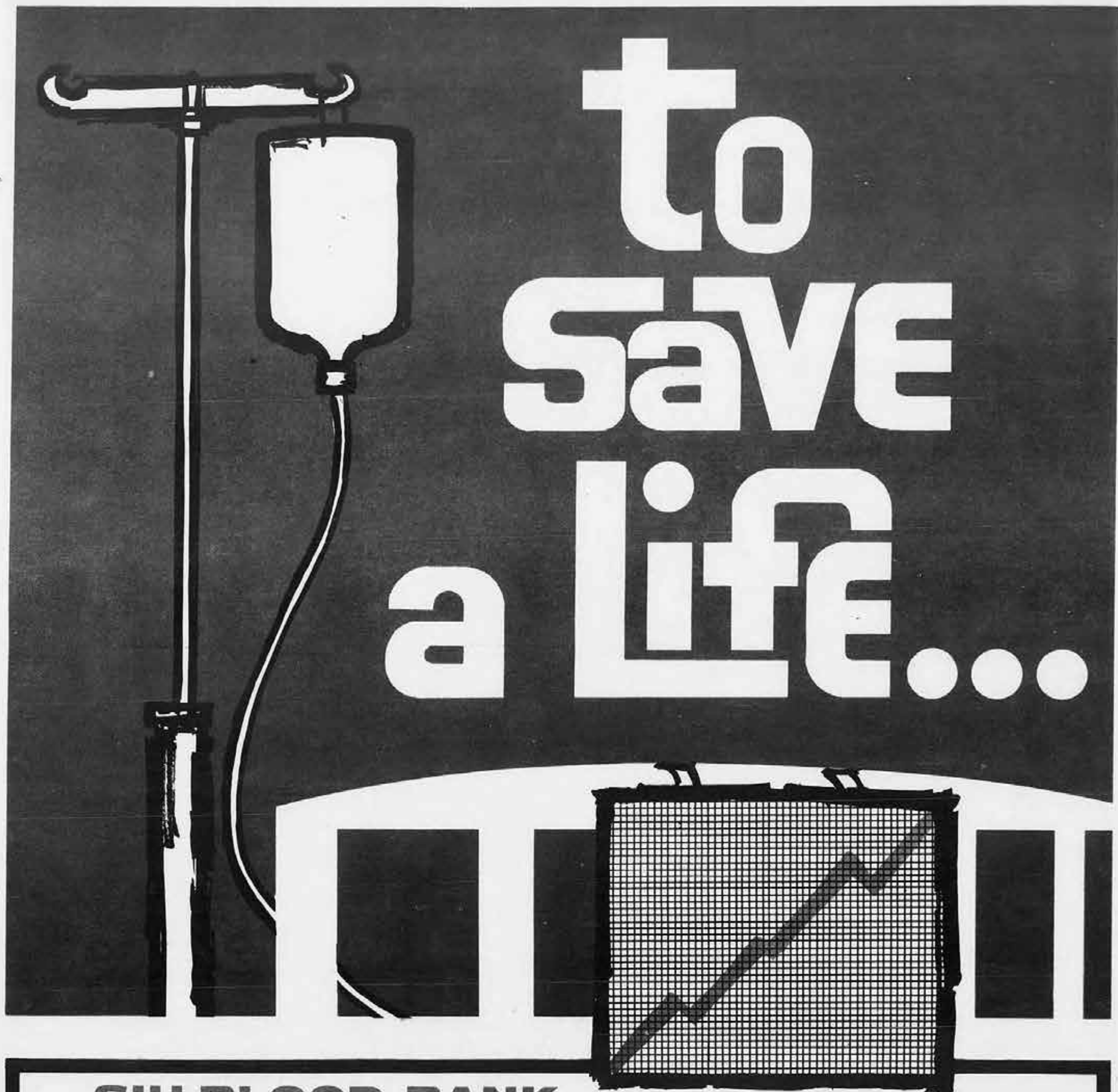
The island of Corregidor remains a symbol of resistance to aggression. Many are the SIU men who remember all too well World War II action here. Today, Corregidor is a weekend tourist attraction. Much of the island is as it was when the Japanese conquered it in May, 1942, ending Allied resistance in Southeast Asia.



Rice terraces are the result of thousands of years of effort by patient mountain people who, over centuries, constructed this intricate irrigation system for rice cultivation. These flat, step-like terraces spiral around 4,000 miles of steep mountain ranges. They would, if laid end to end, go half-way around the world.



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



## SIU BLOOD BANK

**A**LMOST 6,000 pints of blood have been taken out of the SIU Blood Bank to help save the lives of Seafarers and their families since the program began operating from the Brooklyn clinic on January 6, 1959.

Under the SIU Blood Bank system, a Seafarer or a member of his family who is ill or injured in any A&G port can receive blood in his local hospital without delay by drawing against the blood credits built up in the Union Blood Bank.

This quick availability is of utmost importance in an emergency, when there is no time to start finding donors and get the blood processed, tested and checked prior to transfusion—it must be available immediately, and sometimes in large quantities.

The child of one Seafarer shipping out of the Gulf is a hemophiliac, in constant danger of bleeding to death from a simple cut because his blood will not clot to close even the tiniest wound. The boy has received well over 100 pints of blood thus far.

Thanks to the large amounts of blood on hand at all times through the SIU Blood Bank, he has had, and will continue to have this life-giving fluid available whenever it is needed.

During an operation, blood is needed to replace vital body fluids. It restores a patient from shock. Patients weakened by illness need blood to restore their strength before they can be operated on successfully. A Seafarer who underwent chest surgery required 25 pints of blood from the SIU Blood Bank to see him through the operation.

If blood is to be available to Seafarers and their families in time of need, it is important that the supply be constantly replenished and maintained at a high level. Seafarers and members of Seafarers' families who wish to donate blood in New York should report to the Brooklyn clinic. In other SIU ports, the port agent will make arrangements for the donation. It takes only a few minutes to donate blood, but it can mean the difference between life and death in time of need.