



## U.S. MARITIME- SIXTH RATE IN '66

Another year of decline for the U.S. merchant fleet was marked as 1966 came to a close. The year 1966 saw the U.S. fleet drop to a dismal sixth place among world maritime nations in the number of ships afloat. The U.S. totals, which reflect the number of privately-owned ships in use, are an accurate barometer of the state of the U.S. merchant fleet. According to a report issued by the American Bureau of Shipping, countries such as Great Britain, Liberia, Russia, Japan and Norway, in that order, topped us in the number of ships afloat in 1966. The report revealed that Great Britain had 2,744 ships in use, Liberia, 1406; Russia, 1360; Japan, 1353; Norway, 1342 and the U. S., mired in sixth place with only 955 privately-owned ships in use.

The Soviet fleet continues to grow, bringing with it the threat of military and economic dominance of the high seas. In addition, the tiny nation of Liberia continues as a favorite runaway-haven of U.S. flag ships, who continue to bolt the U.S.-flag for the tax advantages and cheap labor offered by Liberian registry.

The ills that continue to plague the U.S. maritime industry are not beyond the scope of solution. An effort must now be made by the 90th Congress to remedy those conditions which have allowed the U.S.-fleet to drift to its present state. Tax loopholes which allow U.S.-shipowners to register their ships in runaway havens such as Liberia must be plugged. And foremost, funds must be allocated which will insure the ascendance of the U.S. to its rightful place among the world maritime leaders.

The alternative is continued drift and decline—bringing with it the abdication of our position as a maritime nation able to meet our military and economic needs.



**House Maritime Committee Head  
Outlines Proposals to Aid Fleet**

Page 3

**Union Upgrading Program  
Produces 115th Engineer**

Page 3

**AFL-CIO Hails State of Union Talk  
As Honest View of U.S. Needs**

Page 2

**All-Out Drive in 90th Congress  
Planned by Anti-Labor Forces**

Page 12

**The U.S. Labor Department  
—Government's Trojan Horse  
In The Trade Union Movement**

Pages 7-10

### Meany Comments on Johnson Message to Congress

# AFL-CIO Hails State of Union Talk As Honest Appraisal of U.S. Needs

WASHINGTON—The AFL-CIO praised President Johnson's State of the Union message as a "candid and forthright" statement of the problems the nation faces and a "workable and achievable program for meeting them.

Reserving until the next Executive Council meeting, labor's judgment on two specific proposals urged by Johnson, Federation President George Meany in a statement praised the message for "clearly and frankly" restating the fixed policy of the United States "to defend freedom wherever it is under attack" and continue "to pursue every possible avenue toward just and enduring peace."

The message to Congress, Meany said, "rightly emphasized" that the fulfillment of this policy, including fulfillment of our obligations in Viet Nam, "must not and need not divert the nation from an intensified effort to overcome domestic problems."

The federation president said that "we hail" Johnson's call for action in the 90th Congress on "the innumerable difficulties of cities," additional educational pro-

grams, strengthened consumer protection, "immediate" improvements in social security benefits, a cleaner and more beautiful America and "the full achievement of civil rights, including open housing."

#### Goals of AFL-CIO

These have long been goals of the AFL-CIO "to which we are committed and for which we will fight," Meany said.

Noting that the President had concluded that the "added, abnormal" cost of our defense of freedom in Viet Nam "requires a tax increase," Meany observed that Johnson's request for a 6 percent surtax on corporate and individual incomes included a proposed exemption for low-income families.

Johnson thus "correctly recognized, in part," a basic concept of the AFL-CIO—that even a war tax envisioning "a degree of sacrifice by all Americans" should be

based on "ability to pay," he continued.

A greater tax increase levied upon the "abnormally high profits of industry and business" would insure that ability to pay is the "completely guiding principle," he said, and the AFL-CIO Executive Council would make the decision resting upon "the facts which will be developed in the Presidents later message on the economy."

Meany said that the AFL-CIO's attitude on the President's proposal of a new Dept. of Business and Labor, merging the existing and separate Depts. of Labor and Commerce, would be reached "when the specific proposals are made public."

Urging that Congress and the public pursue a similar policy, "avoiding hasty and informed judgements," the federation president pointed out that the proposed merger was "a matter of special interest to the labor movement."

The Labor Dept. was formed in 1913, he observed, "to eliminate a form of second-class citizenship for workers whose interests were relegated to a bureau in the Dept. of Commerce."

"We are fully confident that the President has no intention of returning to that concept," he said.

He also expressed specific satisfaction that Johnson had moved to make more money available for "badly-hit residential construction" and to cut abnormally high interest rates about which the AFL-CIO has long complained.

## First of 9 New Seatrain Vessels Goes in Service

NEW YORK—The first of nine sisterships being converted into multipurpose cargo ships specially designed to transport military cargoes to the Far East has been placed into service by SIU-contracted Seatrain Lines.

The Seatrain Puerto Rico is a formerly Government-owned T-2 tanker which underwent conversion at the Newport News Shipbuilding and Drydock Company. Three more ships of the same class are also undergoing conversion there.

Three additional T-2 types are undergoing conversion at the Maryland Shipbuilding and Drydock Corp. in Baltimore, and two at the Savannah Machinery Foundry Corp. in Georgia. Cost of the conversions is almost \$2 million per vessel.

The nine ships will be part of a 12-vessel fleet that will make up Seatrain's integrated cargo system for the Navy's Military Sea Transportation Service. Delivery of the remaining eight vessels is expected at a rate of one a month, according to the Company.

Seatrain was awarded a \$105 million contract last year by MSTs and three of the regular Seatrain fleet are already engaged in the special military service.

## Report of International President



by Paul Hall

The outlook for the American shipbuilding industry during 1967, as contained in the 1966 year-end report of the Shipbuilders Council of America, is encouraging as far as the nation's vital shipbuilding industry is concerned, but shows little hope for any upswing in merchant ship construction during the year before us.

Record peacetime construction of naval vessels, plus a high level of ship conversion and alteration work to help meet the needs of the Vietnam sealift, promise American shipyards enough work to allow sizable investment in new facilities and modern equipment which will help to keep American shipyards competitive in the world shipbuilding and ship repair market.

The deterioration of the nation's merchant fleet promises to continue however, because, as the report notes, only 19 merchant ships of 1,000 gross tons or over are on order, whereas three or four times that number are needed to deal effectively with the growing obsolescence of the U.S. merchant fleet. The vessels slated to undergo conversion this year will help improve the carrying capacity of our merchant fleet for a limited time, but will not deal effectively with the fleet's growing obsolescence because they are all World War II-built ships pulled out of the nation's reserve fleet that are already over 20 years old, making them obsolete from the outset.

The Shipbuilders Council report predicts, however, that if the Administration continues to ignore the need for a new policy and program to end the dangerous decline of the U.S. merchant fleet, the 90th Congress will have to take the initiative, because of a growing concern among the nation's legislators that the deficiencies of our merchant fleet pose a threat to the nation's economic and defense security.

The Save Our Shipping conference, sponsored by the AFL-CIO Maritime Trades Department, was just one example of the work being done by maritime labor to alert members of Congress of the danger in which Administration neglect of maritime was placing the nation.

Maritime labor is determined to continue and increase this important informational campaign in 1967. The MTD recently announced a greatly expanded program of activities toward this end. This program of activities includes publication of a new monthly digest-sized magazine, "Maritime," aimed at the development of greater public awareness of the plight of the U.S. merchant fleet. The publication will go to some 60,000 government, labor, industry and civic leaders across the country.

In addition, the MTD plans to conduct regular weekly legislative meetings to spur support for proposed legislation which would benefit the American maritime industry. Other weekly meetings are planned to provide a forum for the exchange of ideas between maritime labor, management and government representatives which could result in a better general understanding of the problems facing U.S. maritime today and the importance to the nation of improving the maritime picture. In-depth discussions of topics of vital concern to the industry will take place at monthly seminars sponsored by the MTD.

Two important legislative goals have already been agreed upon for the year before us. These are passage by the 90th Congress of legislation making the Maritime Administration an independent agency, and approval of a realistic national budget to permit a significant increase in the amount of U.S. waterborne foreign commerce carried by American-flag ships, and to support construction in U.S. yards of an adequate number of vessels to achieve this purpose.

If 1966 can be described, as it has been, as a year of "defensive action" by the maritime industry, during which a successful fight was waged to prevent the submersion of MARAD in the Department of Transportation, 1967 will be characterized as the year when American maritime moved on the offensive to promote positive governmental policies to finally reverse maritime's long decline and start it on an upward track.

### High Court Upholds TSAW Local 10

## SIUNA Taxi Workers in Detroit Win 3-Year Checker Co. Battle

DETROIT—Local 10 of the SIUNA-affiliated Transportation Services and Allied Workers won its 3-year legal fight to represent some 1,800 drivers employed by the Checker Cab Company here, when the U.S. Supreme Court declined to review an appeal by the company to upset National Labor Relations Board and lower court decisions granting TSAW Local 10 representation rights.

The Union has called upon the company for an early meeting to negotiate a contract in the interests of the employees, the taxi-riding public and the City of Detroit.

The latest Supreme Court ruling climaxes a series of legal proceedings during which TSAW Local 10

decisively won three consecutive NLRB representation elections, including two against the Teamsters in Detroit.

TSAW Local 10 was organized by a group of Checker drivers after the company arbitrarily cut the schedule of earnings for its drivers. More than 1,200 drivers originally petitioned the NLRB for an election in 1962. Since that time, the Union has carried the election fight through all the procedures of the NLRB in Detroit and Washington, and through all of the U.S. courts.

An 8-1 decision by the Supreme Court in an unrelated case three years ago paved the way for the first of three hard-fought elections won by Local 10 during a nine-month period in 1964 and 1965.

However, after the Union's representation rights were finally certified by the NLRB in March of 1965, the company went into court again to upset the results and challenge the Labor Board's action. The company's plea was continually rejected in various U.S. courts, culminating in the recent rejection of the company's position by the nation's highest court.

In calling for an early meeting to negotiate a contract, TSAW Local 10 declared it was time for the company to realistically face up to its responsibilities and to meet the legitimate and long-standing needs of its workers and their families.

Checker Cab operates 900 cabs, which represent 70 percent of all licensed cabs in Detroit. The TSAW represents more than 8,000 AFL-CIO taxicab workers with contracts in the major cities of Chicago, St. Louis and San Diego.

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17



Aerial view above shows the Seatrain Puerto Rico, first of nine former T-2 tankers being converted into special multipurpose cargo vessels designed to transport military cargoes to the Far East under a contract awarded to the SIU-contracted company last year by the Military Sea Transportation Service. The eight remaining ships are expected to be ready for service at rate of one a month.



Voting on the new SIU Constitutional amendment at the Brooklyn hall in New York City was brisk and heavy. Bosun Jesse Shonts is shown after he's left the ballot booth where he marked the secret ballot. Here he's about to cast his vote into the box while SIU Balloting Committee member W. Cassidy, a Seafarer, looks on.

## Seafarers Begin Secret Balloting On Constitutional Amendments

Seafarers began voting in all constitutional ports this week in a secret referendum on proposed amendments to provisions of the constitution governing delegates to the SIU International conventions.

The proposed changes would include elected union officers of the SIU Atlantic, Gulf, Lakes and Inland Waters Districts as members of the union's delegation to SIUNA conventions, in addition to the rank and file delegates elected by the union membership.

If carried, the amendments would become effective for conventions coming after the next regular election of union officers, which takes place in 1968.

The proposed amendment would affect Article X, Section 13 of the Union constitution. The amendment stipulates that "the following officers upon their election to office shall, during the term of their office, be delegates to all conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in charge of contracts and contract enforcement; Secretary-Treasurer; Vice-President in charge of the Atlantic Coast; Vice-President in charge of the Gulf Coast; Vice-President in charge of the Lakes and Inland Waters; Headquarters Representatives, with priority to those with the greatest seniority as a full book union member; Port Agents, with priority to those with seniority as a full book union member, and patrolman, with priority to those with the greatest seniority as a full book union member.

In addition, amendments to Article XIV, Section 3 of the constitution and Article XII, Section 1 have been proposed.

Under the proposed amendment to Article XIV, Section 3 would read as follows: "As soon as the President is advised as to the date and duly authorized number of delegates to the Convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each port, together with recommendations as to generally applicable rules for the election of officers, FOR THOSE DELEGATES THAT MAY BE REQUIRED IN ADDITION TO PROVIDED FOR IN ARTICLE X, SECTION 13." (Amended portion in capital letters.)

The proposed amendments to Article XII, Section 1 of the constitution which deals with qualifi-

cations of delegates to the International conventions, would require that of the three years seafaring in American-flag ships required of delegates at least one year must be in a rated unlicensed capacity, other than an entry rating.

The Constitutional Amendment Committee Report recommended that special meetings be held to consider the report at all constitutional ports on January 3, 1967. The Committee's report was concurred at these meetings.

The committee then recommended that the proposed constitutional amendments be submitted to the membership for a secret ballot referendum.

The balloting will be conducted at all constitutional ports from January 16th through January 27, 1967.

## Introduction of Bills Announced at MTD Meeting

# Twelve Proposals to Aid Maritime Outlined by Representative Garmatz

WASHINGTON—Twelve pieces of legislation aimed at finally reversing what he terms the "suicide course of deterioration" of the American merchant marine, have been introduced before the 90th Congress by Representative Edward A. Garmatz (D-Md.), Chairman of the House Merchant Marine Committee.

Garmatz announced the introduction of the measure in a speech presented last week in Washington at a Legislative Luncheon sponsored by the AFL-CIO Maritime Trades Department.

Among the bills introduced before Congress last week were measures calling for the creation of an independent Maritime Administration, legislation designed to spur the appropriation of funds for new American-flag merchant ship construction, and a proposal designed to encourage the replacement and modernization of the unsubsidized segment of the fleet through capital reserve funds.

Other legislation introduced last week would prevent foreign-built or foreign-flag vessels from carrying cargoes supposedly reserved for U.S.-flag ships; consolidate and reenact certain U.S. shipping laws to cut red-tape delays which presently hamper U.S. merchant fleet modernization; require authorization of MARAD budget requests to assure that the maritime industry receives its fair share of the funds available; and authorization for federal aid in the development of a nuclear powered merchant fleet.

In introducing the new legislation, much of which had already been introduced before the 89th Congress and on some of which hearings have already been held, Garmatz urged a "highest priority" label for their enactment. "The 760-page record of those hearings," he declared, "is enough to make anyone wonder how, in the

face of the obvious needs of both the economy and the security of the United States, how our fleet could be permitted to continue on its present suicide course of deterioration."

### Emphasized Neglect

The results of these hearings "shockingly" emphasized the neglect of the Federal Government—in this and preceding Administrations—in carrying out a concrete and constructive national maritime policy, he said.

Commenting on his bill calling for the orderly replacement and modernization of merchant vessels, he noted that this measure is of special importance because it is "designed to strengthen the unsubsidized segment of the merchant marine, which makes up nearly half of the seagoing fleet."

In essence, he said, this proposal would encourage the offshore, coastwise and intercoastal and Great Lakes operators to replace their fleets through the development of capital reserve funds. "In conjunction with existing law, it will encourage shipowners to get rid of their costly and inefficient World War II tonnage in favor of highly productive new vessels and consequently (increase) taxable incomes," he noted.

Among other important maritime issues he brought up at the Maritime Trades Department legislative luncheon, Representative Garmatz expressed criticism of the Fast Development Logistic Ship Program proposed last year by the Defense Department. The

FDL concept calls for the construction of a fleet of about 20 high speed cargo vessels to be loaded with military supplies and remain on the high seas constantly for quick deployment to a trouble-spot anywhere in the world.

Garmatz commented that such a fleet would be like the "Flying Dutchman"—would sail on forever without ever reaching port or contributing anything to the nation's commercial shipping needs.

Noting that responsible sources have estimated the cost of such vessels at between \$30 and \$40 million per ship, he pointed out that such sums would produce two or three times as many vessels for our merchant fleet, and that these would have the merit not only of being instantly available in the event of emergency but would also be continually useful in our peacetime commerce.

He pointed to the high degree of effectiveness with which the U.S. merchant marine coordinated its efforts with military forces in Operation Steel Pike last year during simulated military exercises involving coordinated rapid landings of men and material far from U.S. shores.

## Two Additional SIU Men Receive Engineer Ratings

Two 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 115 Seafarers have now received engineer's licenses as a result of the joint program.

The SIU men who passed their Coast Guard examinations this week and were licensed as engineers were Fraser Falt, who received his Third Assistant Engineer's license and Kenneth Sanford, who received his Second Assistant Engineer's license.



Sanford

Falt

Falt, 46, has been sailing with the SIU since 1955, serving in the engine department. A native of Massachusetts, Falt joined the SIU in the port of Boston.

Sanford, 41, has sailed with the SIU as FOWT since joining the Union in 1947 in the port of Baltimore. A native of Texas, Sanford now makes his home in Louisiana.

## Alerts Public of Maritime Plight

# Publication of New Magazine 'Maritime' Is Part of Expanded MTD Action Program

WASHINGTON—The Maritime Trade Department has published the first edition of a new monthly magazine, "Maritime." The 32-page digest-type publication is aimed at the development of greater public awareness of the plight of the nation's merchant fleet.

The new MTD magazine will go to some 60,000 government, labor, industry and civic leaders across the country as part of an expanded program of MTD activities. This expansion program includes regular weekly legislative meetings to coordinate activity on legislative bills of interest to the MTD and its affiliates; weekly meetings to provide a forum for the exchange of ideas between maritime labor, management and government representatives; and monthly seminars to permit in-depth discussion of topics of vital concern to the industry.

Much of the first issue of "Maritime" is given over to detailed assessments of the outlook for the maritime industry in 1967.

In a column in the first issue, SIU President Paul Hall, who is also President of the MTD, warned that the United States faces a "fateful choice" in 1967 on the nation's future as a maritime power.

The choice, Hall said, is either to "develop a reasonable national

program, and invest reasonable sums to rebuild and revitalize our merchant marine," or else to doom U.S. merchant shipping "to a certain death."

Commenting on assessments of the outlook for the maritime industry in 1967, as represented in articles in the new magazine by both labor and management, Hall noted that there is widespread agreement on two legislative goals—passage by the 90th Congress of legislation making the Maritime Administration an independent agency and approval of a "realistic national budget" to permit a significant increase in the amount of U.S. waterborne foreign commerce carried by U.S.-flag ships and to support construction in U.S. yards of "an adequate number of vessels to achieve this purpose."

Noting that in 1966 maritime labor, joined by segments of management, succeeded to block the inclusion of MARAD in the new Department of Transportation,

Hall described the 1966 battle as a "defensive fight," adding that "in 1967 we intend to move on the offensive."

The first issue of the new magazine also includes analyses of maritime prospects in 1967 by such Congressional leaders as House Minority Leader Gerald Ford (R-Mich.) and House Merchant Marine Committee Chairman Edward Garmatz (D-Md.), and various spokesmen for the shipping and shipbuilding industries.

The Maritime Trade Department was established over 20 years ago by a small group of unions affiliated with the AFL. Today, the 34 national and international unions affiliated with the MTD have over 5.5 million members employed in maritime, in the transportation field, and in related industries. These affiliates represent a broad cross-section of the trade union movement, including almost 22,000 local, regional and district organizations throughout the United States and Canada.

## To Prevent Collisions at Harbor Approaches

# Ports of New York, Philadelphia Getting Ship Traffic Safety Lanes

WASHINGTON—To reduce the dangers of collision in the heavily congested waters leading to major U.S. harbors, the Coast Guard has established the nation's first peacetime ocean sea lanes for water-borne commerce entering and leaving the ports of New York and Philadelphia.

Studies are presently underway to establish similar sea lanes for the ports of Boston, Norfolk and Miami. Studies of San Francisco are already complete and other West Coast ports are being considered for further

studies.

The new Sea Lane system consists basically of the establishment of two-way shipping lanes leading to the entrance of major harbors. Inbound and outbound traffic will be separated by a defined safety

buffer zone similar to the center dividing strip on major highways.

Three two-way lanes have been approved for the port of New York. A circle with a radius of seven miles is to be established around the Ambrose Light Station at the entrance to the harbor. The approved Sea Lanes will fan out from the outer edge of the circle. One lane, for the use of North Atlantic traffic, will extend due east to the Nantucket Lightship. A second will run southeasterly for South America, Africa and West Indies trade, and a third will go due south for Atlantic coastal shipping.

The inbound and outbound corridors of each lane will taper from a maximum width of 5 miles, to a minimum of 1 mile at the Ambrose Light entrance circle. The dividing safety buffer zones will taper from 3 miles to 1 mile over the same distance.

A similar arrangement, involving two lanes, is being established leading to the entrance of Delaware Bay, gateway to the port of Philadelphia.

The use of the new safety traffic lanes is expected to reduce the danger of collisions between the more than 25,000 vessels entering and leaving the port of New York each year. Two such collisions which brought the problem to national attention were the Andrea Doria-Stockholm crash and the Shalom-Stolt Dagali collision, both of which resulted in heavy loss of life.

The new system is scheduled to go into effect in April for New York and March for Philadelphia.

Although the Coast Guard has the authority to establish such routes and to recommend their use under a regulation adopted by the International Safety of Life at Sea Convention, it does not have the authority to enforce compliance. Foreign and domestic operators are being requested to direct the masters of their ships to utilize the approved routes.

## The Pacific Coast

by Frank Drozak, West Coast Representative

The San Francisco Board of Supervisors will be asked next week to approve a resolution requesting that the Port of San Francisco be turned over to the city. A Board spokesman, as quoted in the press, maintains that the Port Authority should retain control of the port; that areas not needed for shipping should be leased to private developers; and that money thus earned should be used to expand the shipping facilities. The city supervisors feel that if the City of San Francisco takes over the port from the State of California, many long-overdue port improvement programs will be made possible. They charge that under the present arrangement the port hasn't progressed since 1902.

I attended a membership meeting of the SIUNA—affiliated International Petroleum Workers, along with the United Union's Coordinating Committee in Richmond last week. About 2,000 members came out to hear the Union's Coordinating Committee give its presentation of conditions that exist between Standard Oil and the Unions' Committee. The membership voted to reject Standard Oil's latest offer.

iced in transit this period were the **Columbia, Steel Worker, San Juan and Marymar.**

Seafarers **C. Roberts** and **Charles W. Little** both sailed as ABs aboard the **Selma Victory**, headed for the Far East. Roberts and Little both plan to sail steadily during the coming months to make up for the sizeable dents placed in their wallets by the Holiday Season. An oldtimer also heading for the Vietnam area is Seafarer **James R. Eagen**, who landed the chief steward's slot aboard the **Brigham Victory**.

### Wilmington

Shipping is booming in this port with plenty of jobs for all ratings in all departments. The present outlook assures continued heavy shipping for some time to come.

During the last period we paid off the **Iberville, Canton Victory, Steel Seafarer, Seatrain Texas and Albion Victory.** The Albion laid up for repairs right after payoff.

**Charlie Kath**, a 25-year SIU veteran, received his first pension check during the Holidays. Charlie admits that after 25 years of regular sailing at FOWT he'll need time to adjust to a life on the beach, but he's eager to try. All his old friends here wish him the best and hope to see him in the hall regularly.

**Roy Austria**, a 20-year SIU veteran, was recently beached by the USPHS. Keeping busy on the beach shouldn't be difficult for Roy however, his many friends note, because he has a 3-year-old son—and that's enough to keep anybody busy.

### Seattle

Shipping has been excellent in the port of Seattle during the past period and promises to remain brisk for some time. During this period we paid off the **Anchorage, Manhattan, Oberlin Victory, Steel Vendor** and **Seattle.** Sign-ons included the **Lucile Bloomfield, Margaret Brown, Steel Rover** and **Anchorage.** Serviced in transit were the **Penmar, Seattle** and **Anchorage.**

Seafarer **Pasquale DiNino** is taking a short break on the beach here after making his first trip on his new AB endorsement. He says his only regret is that he did not actively seek to upgrade himself sooner.

## The Atlantic Coast

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



Seafarers and all trade unionists should keep a close eye on the activities of the 90th Congress, for the recent election added a significant number of anti-labor spokesmen to the ranks of Congress who represent a threat to the security of a number of liberal programs already in motion and to the innovation of newly-needed ones.

The method of making your views known on various issues, by writing to a Congressman or a Senator, is not new. But it's as important and effective a method of communication today as it was many years ago.

### New York

**William McMurry** of Fort Worth, Texas who last sailed on **Sea Land's Ponce**, is currently at the upgrading school in New York eager to raise himself from wiper's rating to FOW. He's hoping to sail back soon to Viet Nam, where he's already been on two previous occasions. **Joe Arsenault** was by the hall, eager to take any job so he can start to pay off his new

ship **R/V Bertha Ann** as an AB but had to leave due to his wife's illness. John is now waiting for the first opportunity on the board.

### Norfolk

Norfolk has enjoyed fine port activity lately with 2 payoffs, 2 sign-ons and 5 ships in transit. The outlook is also bright. Oldtimer **Charles V. Majette**, who's been SIU for 28 years, recently paid off the **Commander** as bos'n, enjoyed a fine Christmas on the beach, and is looking forward to shipping again soon. Another veteran, 23-year-man **Joseph R. Robertson**, was by the hall recently. His last ship was the **Globe Carrier**, on which he sailed FWT. He too is ready to go after enjoying a shoreside Christmas. And **Joseph E. Woolford**, 15 years with the SIU, is registered now in Norfolk and ready to ship out at any time. Joe's last vessel was the **Globe Explorer**, as AB.

### Philadelphia

Shipping's been just fair in Philly but nonetheless we've had the pleasure of seeing a lot of old friends about the hall. **Kenneth Peden** is registered to go. Ken is seeking another Viet Nam run in the engine department, similar to his last haul aboard the **Cuba Victory.** **Frank O'Koorian** spent the holidays at home and is ready to go again on another run in the steward dept. **William Pussinsky** enters his 16th year as a seafarer.



Flaherty



Woolford

home in Georgia, where he lives with his wife. Joe last shipped on the **President Adams** as an OS but left her NFFD in Okinawa. Now FFD, Joe's eager to go. **John McNamee** spent 6 months on the beach tending his ailing mother. John's last ship was the **President Garfield** and he's ready to take another run.

### Boston

Shipping was slow for a while but it should improve this period.

Twenty-year veteran of the SIU **John Flaherty** is ready to ship after signing off the **Commander** as AB and spending some holiday time with his family. **John Fancutt**, 23 years an SIU member, last shipped on the **Hercules Victory** as an AB. He too was home for a while but is now holding the hall down for the first job to hit the boards. And **John Rubery**, a solid quarter-of-a-century SIU card carrier, last took the research

## Rep. Fogarty, 53, House Veteran, Dies in Capital

Representative John E. Fogarty (D-R.I.), a long-time friend of seamen and a staunch supporter of progressive health legislation, succumbed to a heart attack in his Washington office just hours before the 90th Congress was to open. Representative Fogarty would have been 54 in March.

In a telegram to his widow, Mrs. Louise Fogarty, at their home in Harmony, R. I., AFL-CIO President George Meany expressed his "deep sense of sadness" at Fogarty's death.

"I had known him from his earliest days in Washington and had long admired his work which did so much to build America's health standards," Meany wired. "He was a credit to the trade union movement, to the Congress and to his country."

Chairman of the Subcommittee on Labor, Health, Education and Welfare of the House Appropriations Committee and a long-standing member of the Bricklayers Union—serving as President of Local 1 at the age of 23—Fogarty was first elected to Congress at the age of 27. During World War II he enlisted in the Seabees and served on Guam.

He is survived by his wife, Mrs. Louise Fogarty and by a daughter, Mary.

## SIU Christmas on the Lakes



Great Lakes Seafarer **Robert Ullom**, his wife, and daughter **Debbie**, enjoyed festive SIU Christmas Dinner with fellow Great Lakes Seafarers and their families at the **Hostess Restaurant** in Frankfort, Michigan. Complete dinner with all the fixings and plenty of good fellowship made it a Christmas to remember for everyone present.



Roberts



Kath

Negotiations are continuing between the C-H Refinery and the SIUNA-affiliated Sugar Workers Local 1, Crockett, California, with an expiration date of February 1st on the old agreement. The Sugar Workers Union and the SIUNA will present a fact-finding report to management which calls for joint employee-employer contributions to the Health and Welfare Fund, pensions and other benefits.

### San Francisco

Shipping has been very active this period and is likely to remain so in the Bay area, especially for ABs, electricians, oilers, FWTs, cooks and bakers.

Payoffs this period included the **San Francisco, Mankato Victory, Andrew Jackson, Belgium Victory, Bessmer Victory, Bowling Green, Lynn Victory, Transnorthern, Seatrain Texas, Steel Traveler, Brigham Victory** and **Selma Victory.**

Signing on were the **Andrew Jackson, American Pride, Lynn Victory** and **Bowling Green.** Serv-

## Term 'Boycott' Originated In 19th Century Novel

NEW ROCHELLE, N. Y.—For organized labor the word "boycott" has a deeply personal meaning—a call to stand by other workers in their times of trouble by refusing to give economic support to enemies of the labor movement.

Yet, relatively few know the meaning of the word and almost each generation of working men and women must rediscover for itself how it got its start.

"Captain Boycott," written by Philip Rooney, an Irish author, takes the reader back to the 19th century. It was a time when absentee English landlords demanded fantastic rents from their impoverished farmer tenants in Ireland and turned them out of their homes when the rents were not paid.

Specifically, the story involves Captain Charles Boycott, a rack-rent agent for the Earl of Erne who, more out of stupidity than viciousness, refused to accept the reasonable rents that were offered him and evicted his tenants.

In reply, the embattled Irish farm workers isolated Captain Boycott in a way not only to hurt him economically, but to show their utmost contempt for him.

"No man would save the Captain's crops," wrote Rooney. "No one would drive his cart, the smith would not shoe his horses, the laundress would not wash for him, the grocer would not supply him with goods, the postman would not deliver his letters."

The device that the farmers used grew out of the advice of Charles Stewart Parnell, the great Irish patriot, who had denounced men who took over farms from which others had been evicted. Such a man, he said, in words that still burn, should be left severely alone "by putting him into a moral Coventry, by isolating him from his kind as if he were a leper of old."

Captain Boycott did dare to face the isolation that had been placed upon him. But he failed. He imported laborers. He guarded them with British cavalry and infantry and constabulary. But he could not face forever the "detestation" of the Irish farm workers.

In the end he was forced to return to England, defeated and ruined. Behind him he left only the memory of his name, "a dreaded word" in the English language.



Latest Doggie Fashion-Sailor Suits Featuring 'His & Hers' Ensembles

From the time that the United States were formed, the American people have been proud of their nautical heritage. During the colonial era, most English ships were built in America, and during the nineteenth century the U.S. was a foremost, if not the foremost maritime nation.

Recent years have seen a revival of a popular interest in all things nautical. To the delight of small craft builders and often to the dismay of the Coast Guard—Americans took to the water. More and more Americans are still becoming Sunday sailors.

Not everybody has the means, or the inclination, to go to the sea in ships. However, at least now everybody can look nautical.

The nautical look in clothing, especially for the weaker sex, has been gaining momentum during the past few seasons. Bell bottom slacks and pea jackets are becoming a common sight these days.

So, it was perhaps inevitable that the Seafarer look has spread from the girl's to man's faithful friend, the dog. A recent ad for a doggie sailor suit really captures the salty tang of the sea. "For boys, the bell bottom look, for girls, a pleated skirt."

Unbelievable as it may sound, sailor suits are being sold—for \$18.50—to fit "girl and boy doggies." The exclusive wool coverings from Dog Toggery collections feature white belts and anchor-and-star trim.

And there is more to be had for another \$6: "And completing the outfit, our tiny sailor cap with elastic chin strap."

## U.S. Merchant Ship Construction Called 'Inadequate'

# U.S. Shipbuilders Hopeful for 1967, But Cargo Vessel Orders Still Lag

United States shipbuilding and ship repair yards are looking forward to a somewhat better year in 1967 than previously, with the exception of one important area—a continuing inadequate volume of new orders for American-flag merchant vessels.

In a year-end statement, Edwin M. Hood, president of the Shipbuilders Council of America, noted that only 19 merchant ships of 1,000 gross tons and over had been ordered from American shipyards during 1966, and the 1967 picture looked no better. "whereas three or four times that number are needed to deal with the preponderance of overaged vessels in the United States merchant marine."

Noting growing unrest among the nation's legislators over the state of the U.S. merchant marine, Hood said that there are strong indications that if the Administration fails to come forward with a policy and program to deal with the accumulated merchant marine deficiencies, "the new Congress will take the initiative."

Any corrective action that may result from Congressional action would not have much effect during 1967 however, he noted, because of lengthy budgetary processes and appropriation procedures.

The bright side of the shipbuilding and ship repair picture for 1967 is made up mainly of a record peacetime volume of naval construction, a high level of scheduled ship conversion and alteration, and planned modifications in the Polaris submarine fleet. He pointed out however that the Polaris program must await final development of the new Poseidon missile, which is slated to replace the Polaris missile and make modifications necessary in the Polaris submarines. This finalization of the Poseidon missile may not come this year.

Regarding ship conversion and alteration, private shipyards expect to start work during this year

## SIU Boatmen Continue Strike In Baltimore

The SIU Inland Boatmen Union's strike against three port of Baltimore tugboat companies has passed the 100-day mark with negotiations still deadlocked.

The State of Maryland is threatening to invoke a state statute requiring a third or neutral party to enter and settle the dispute.

A telegram sent to the governor-elect, the attorney general of Maryland and the mayor of Baltimore read, in part: "It has long been the concept of this country that contract disputes, such as the existing dispute between the SIU-IBU and Curtis Bay Towing Co., Baker-Whiteley Towing Co. and the Baltimore Towing and Lighterage Co., be solved by the parties pursuant to the private process of free collective bargaining. Congress . . . has seen fit to make this a matter of national policy. . . . Organized labor in the State of Maryland is unalterably opposed to improper interference by the State. . . ."

on 25 C-4 type troopships that are scheduled to be turned over by the Government to ship operators for conversion into merchant vessels at an estimated cost of over \$3 million each.

Among the brighter aspects of 1967 U.S. shipbuilding, Hood points to an expected peak in post-

war capital expenditures for plant improvements such as construction of additional shipbuilding ways, rearrangement of existing facilities to achieve more efficient materials flow, and installation of the most advanced material handling and steel fabricating equipment.



by Fred Farnen, Secretary-Treasurer, Great Lakes

After more than four years, the SIU Transportation Services and Allied Workers has won its fight to represent the Checker Cab drivers in Detroit. The U.S. Supreme Court has declined to review an appeal by the Checker Cab Company and, therefore, the company must abide by the decision of the lower courts and the National Labor Relations Board that the SIU has the right to represent the drivers.

This is indeed a gratifying victory for us and one that was worth waiting for. The company tried every trick in the book to discourage our efforts. We started our organizing drive back in 1961 and went through three representation elections and all kinds of legal challenges before the Supreme Court decision. Johnny Weaver, secretary-treasurer of Local 10 SIU, is now laying the groundwork for forthcoming bargaining.

The Ben Calvin is now on the winter run plying between Detroit and Toledo, hauling coal to the power plant at Great Lakes Steel. Several SIU oldtimers are working on this boat—including John Rottaris, Johnnie Stevens and Joe "The Shaver" Salisbury. The Calvin is expected to operate until the latter part of February. The shipping outlook looks promising for the coming year. However, some observers predict that shipping will decline somewhat later in the year.

The St. Lawrence Seaway broke all existing tonnage records in 1966. Joseph H. McCann, Administrator of the St. Lawrence Seaway Development Corporation, said the estimated 49.2 million tons that moved through the Seaway this past season was the "first time in our eight year history we have exceeded the original estimate." McCann called the 1966 performance "about a break even prospect" and indicated it did nothing to alter the touchy toll question or the Seaway's mounting debt.

### Chicago

In the port of Chicago the McKee Sons, of Boland SS Co., the Chicago Trader and W. E. Fitzgerald, both are of Gartland SS Co. laid up and are in the American Shipyard until the beginning of the '67 season. The McKee Sons and Chicago Trader are in for annual repairs but the W. E. Fitzgerald, surprisingly, being over 60 years old, is in for a bow thruster addition.

Regarding USPHS facilities in the Chicago area, we spent much

time about two years ago in an attempt to provide adequate in-hospital facilities for our men in the area. Because the Chicago Marine Hospital provides only outpatient services, we entered into an arrangement with the V.A. facility on Huron Street. This however has proved inadequate to meet the needs of GLD seamen. We intend to confer with the AFL-CIO Maritime Trades Department in Washington for a coordinated effort to bring about an adequate hospitalization system through which our members will be assured improved care in the Chicago area.

### Cleveland

Quite a few of the boys who usually spend the winter here have headed for the Coast to get a trip in before the next season rolls around up here. Others, like Jim Kepperley and James Kissick, are working on the river in the shifting crews unloading the storage grain ships in this area. Most of the other members are taking advantage of their time off by going to the SIU Clinic and getting their health cards to avoid the Spring rush. We advise all our other members in this area to do the same.

### Buffalo

With the close of the shipping season, the port of Buffalo is now recruiting men for the 1967 season. We are presently keeping a record of those who wish to sail in the Spring and will begin to get them going in the middle of February.

### Alpena

With the end of the shipping season here, we can truly say this has been one of our greatest shipping seasons ever. Our annual Christmas Dinner was held December 23, 1966, at the Grove Restaurant with 87 members and their families present. We have a few of the old standbys coming into the hall for their daily game of cards or just to chat a while. We would like to take this opportunity to wish everyone a prosperous and happy New Year.

**THE INQUIRING SEAFARER**

**Question:** When you come to an SIU hall to ship out how do you spend your time while waiting for the shipping call?

**Herwood Walters:** I like to meet my friends, get together for a chat or a game of cards, and talk about some of the voyages we made together. You can always meet new friends at the hall. I like to attend the membership meetings, so I can keep up with the progress of the SIU.



**Victor Doza:** I like to look up old shipmates and talk about old times. I usually find some guys I've sailed with. I like to relax and watch television. I also try to keep up with the union and make sure I'm fully informed about all the things I need to know.



**Danny Butts, Jr.:** I like to read and I find a pretty good selection in the Union's library.



I prefer science fiction. I watch television and I attend the membership meeting when held. Also, I usually run into some old friends and we get together for a chat.

**James Oehlenslager:** I like to go to the Port O'Call and have a drink. The bartender there is one of the best in my opinion. It has a nice atmosphere and I can meet some old friends. We can always shoot the breeze about our voyages together.



**Al Whitmer:** Some old buddy I haven't seen in years usually pops up and we have a drink and renew old acquaintances. I like to keep up with union news and make sure I'm up to date on all the benefits and other business.



**Correction**

Due to an unfortunate error, Seafarer Jessie W. Puckett was listed in the Final Departures column of the December 23, 1966, issue of the LOG. In actuality, Brother Puckett is in excellent health and is living in retirement at his home in Baltimore with aid of his SIU pension.

**DISPATCHERS REPORT** Atlantic, Gulf & Inland Waters District

December 31, 1966 to January 13, 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	5	1	1	2	2	18	2
New York	62	33	58	32	24	275	77
Philadelphia	11	6	7	2	2	36	18
Baltimore	14	11	22	6	10	1	76
Norfolk	4	5	15	12	12	39	23
Jacksonville	9	5	8	9	8	18	5
Tampa	4	4	3	2	2	23	9
Mobile	18	12	19	7	1	109	27
New Orleans	40	24	48	15	3	171	101
Houston	42	35	17	13	6	170	100
Wilmington	19	20	11	19	34	48	4
San Francisco	31	31	36	30	48	66	12
Seattle	31	12	19	9	14	79	4
<b>Totals</b>	<b>290</b>	<b>209</b>	<b>264</b>	<b>158</b>	<b>166</b>	<b>1053</b>	<b>458</b>

**ENGINE DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	2	4	1	4	6	3
New York	44	47	42	41	31	206	87
Philadelphia	9	7	3	4	2	30	5
Baltimore	21	9	15	15	8	3	65
Norfolk	7	8	5	5	6	19	15
Jacksonville	2	9	2	12	5	6	5
Tampa	3	1	2	1	2	11	1
Mobile	17	8	17	13	3	55	20
New Orleans	35	36	34	26	10	115	80
Houston	32	30	14	26	10	95	70
Wilmington	8	8	11	5	31	20	10
San Francisco	41	28	39	17	68	49	10
Seattle	24	7	20	8	22	75	10
<b>Totals</b>	<b>246</b>	<b>200</b>	<b>208</b>	<b>173</b>	<b>202</b>	<b>690</b>	<b>381</b>

**STEWARD DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	1	2	1	5	6	3
New York	70	13	35	12	50	150	26
Philadelphia	9	3	1	1	5	30	12
Baltimore	13	7	25	15	5	1	38
Norfolk	3	3	7	7	5	20	27
Jacksonville	3	6	4	7	10	10	7
Tampa	6	3	1	2	2	10	2
Mobile	25	7	20	2	1	74	20
New Orleans	40	29	25	15	10	150	85
Houston	15	14	15	7	8	95	60
Wilmington	10	4	10	5	20	19	5
San Francisco	30	12	25	2	65	45	7
Seattle	15	6	10	5	15	30	5
<b>Totals</b>	<b>242</b>	<b>108</b>	<b>180</b>	<b>81</b>	<b>201</b>	<b>580</b>	<b>297</b>

**APL Launches First of Five New Seamasters**

PASCAGOULA, Miss. — The first in a series of five high-speed cargo liners for SIU Pacific District-contracted American President Lines has been launched at the Ingalls Shipyard here. The 572-foot vessel is named the President Van Buren.

The new series of ships, designated the Seamaster class by the company, will represent a total investment of \$68 million.

The President Van Buren, which was 70 percent completed at the time of launching, is slated for delivery in July. Construction on the vessel began in January of 1966.

The keels of three sisterships have already been laid—the Presidents Grant, Taft and Johnson. The fifth vessel, to be called the President Fillmore, will be begun soon on the ways vacated by the Van Buren.

Among a number of new and progressive design features announced by the company as being included in the new vessels is the first commercial cargo vessel use of high-tensile, low-alloy steel throughout. Each vessel will have a triple hatch arrangement and increased cargo handling gear at each hold. The gear will have a cargo lift capacity of 70 tons.

The new Seamaster class will have a total capacity of 845,000 cubic feet, including refrigerated space. The holds will also accommodate 143 containers 20 feet long and eight feet high.

The President Van Buren is slated to join APL's Atlantic-Strait service, from East and West Coast ports to Southeast Asia. However, the vessel will also be adaptable to other routes, such as transpacific and round-the-world.

**Jobless Rate for Next 12 Months Expected to Show No Improvement**

WASHINGTON—The government's job experts looking out across 1967 see no improvement ahead in the unemployment situation. The jobless rate will edge upward and average 3.9 or 4 percent, predicted Arthur M. Ross, Commissioner of the Bureau of Labor Statistics.

Unemployment averaged 3.9 percent in 1966, falling to 3.7 percent in three months of the year.

"We see a level situation in 1967," Ross said at a press conference. As the commissioner drew the picture, the job record for 1966 and the outlook for 1967 was a matter of the "haves" and

the "have nots."

"We are closer to full employment than we have been for many years," he said. "We do have full employment for the majorities, who have adequate training, experience, connections and education."

But, he said, there certainly is not full employment for those who

lack these things. And there certainly is not full employment for the Spanish-speaking, for Negroes, for the unskilled, and other groups, he added. In fact, Ross pointed out, the 7.6 percent jobless rate for Negroes in December 1966 was unimproved from a year earlier. The jobless rate for white workers fell from 3.7 percent a year ago to 3.3 percent in December.

Ross asserted that over the long run, an annual increase of 4.5 percent in the gross national product—or the total output of goods and services—would be necessary to sustain full employment.

He said a rise in the jobless rate in 1967 to 4.25 or 4.5 percent would represent "a deterioration" of the job situation.

Ross's comments came with a jobs report for December which also included a brief review of 1966. The December report listed a seasonally adjusted jobless rate of 3.8 percent, up a shade from November's 3.7 percent. This was within the 3.7 to 4.0 percent range for 1966 and compared to 4.1 percent for December 1965.

The unemployed totaled 2.7 million in December.



Artist's drawing shows the President Van Buren, first of 5 new Seamaster class cargo liners being built for SIU Pacific District-contracted American President Lines. Following delivery in July, the Van Buren is expected to join APL's service between the U.S. West Coast and Southeast Asia. Her sisterships, all slated for launching during 1967, will be called the Grant, Taft, Johnson and Fillmore.

# The U.S. Labor Department —Government's Trojan Horse In The Trade Union Movement

**A**MERICA today is approaching a major dilemma, one which requires the attention and awareness of all segments of our society.

At what point does a strong, central government—which in large measure is essential to uniform social progress for all of its citizenry—get carried away by its might, and begin to assume the character of a super-state with unlimited power?

Right now, the proposed merger of the Departments of Commerce and Labor into a super-department—the Department of Business and Labor—as announced by the President in his State of the Union message on January 10, 1967, raises some serious questions.

Since its inception in 1913, the Department of Labor has supposedly had as its purpose the protection of the interests of the working people of this country. The proposed development of a Department of Business and Labor, the details of which have not been made public, certainly points to the elimination of the existing apparatus to protect the interests of American workers.

Even at best, the Department of Labor did not fully serve the purpose for which it was established, so the rise of a new super-department in which the specialized role of the Labor Department would be submerged is loaded with dangers.

Does the super-department mean increased power for the Federal government and its agencies to interfere and meddle in the affairs of those within its jurisdiction for whatever objectives they may have?

Does the trend toward bigness in government signify a corresponding diminution of the rights and safeguards for the individual citizen under our existing form of government?

These and similar questions readily pose themselves as matters requiring careful consideration at all levels of our society.

There is in our nation today a growing concern over the increasing abuse of due process and the callous disregard for fundamental rights and fair play toward individuals on the part of the Federal government.

There are definite signs that the obligation to uphold our traditional concept of democratic government is in many areas being replaced by a determination to use the broad powers of the Federal government in punitive expeditions that ignore basic safeguards against the invasion of privacy, against entrapment, double jeopardy and other once-inviolable rights.

Restraints on the abuse of power by Federal agencies in pursuing and harassing individual citizens are getting fuzzy indeed, and no section of our society seems to be immune.

Certainly the American labor movement has not been spared the pain of this Federal addiction to the uncurbed use of its power.

There are many cases in point.

Some have been openly discussed; others, for many reasons, are only the subject of sub rosa comments and complaints.

The National Maritime Union has recently pointed to its experience with Federal agencies. The NMU has just been named a defendant in a Department of Labor proceeding.

The NMU has publicly charged that this proceeding is the result of its criticism of other agencies of the Federal government and key government officers, including members of the Cabinet.

Significantly, the American labor movement called public attention to its rising concern over super-sleuthing and meddling in internal union affairs by Federal agencies, especially by the Labor Department, nearly two years ago.

On May 20, 1965, a special subcommittee of the AFL-CIO Executive Council, which was named to study the administration of the Landrum-Griffin Act, reported its findings.

The following day, on May 21, 1965, "The New York Times" reported that AFL-CIO President George Meany "said that the Council believed the investigatory policies of the Labor Department went 'far beyond' the requirements of the law.

"In some cases, they amount to witch-hunting and harassment of unions and the way they do their business", he declared."

The "Times" story continued: "The practices to which he objected, Mr. Meany said, are these:

- "Investigations of unions against which no complaints have been filed.
- "Investigations of complaints have not been confined to the subject of the complaints, but 'go fishing through the entire union structure' to try to uncover union violations . . ."

The Landrum-Griffin Act is in itself bad. What is worse is the cover it provides for the Labor Department 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 that makes of the Labor Department a Trojan Horse which the Federal government can at will roll into the union movement.

Perhaps a classic example of this type of government harassment and unwarranted use of Federal power is the experience of the SIU and several of its members in a recent case. This particular case, inspired and directed by the Labor Department, extended over a four-year period, and was finally abandoned by the Federal government because its punitive expedition was frustrated in the courts.

In light of the trend toward super-government and the unbridled harassment of men and organizations by Federal agencies, we think the story of this experience of the SIU and its members is worth telling.

We believe it merits telling because it details the types of harassment and flagrant abuse of Federal power that can affect not only the labor movement, but all Americans, everywhere.

## Duluthian Hurt In SIU Scuffle

A Duluth man was injured Monday night when he and a friend were assaulted by two men during a meeting at the Seafarers International Union headquarters, 312 W. 2nd St.

Edward K. Jamos, 34, of 1125 W. 2nd St., was taken to St. Mary's Hospital by Wilcol Ambulance where he was treated for a lacerated lip and released. His companion, Charles Corlett,

38, of 719 E. 4th St., was not injured.

Duluth detectives said the pair, both SIU members, said they didn't know their assailants. The incident happened about 8 p.m. during a citywide SIU membership meeting.

Police stated that neither Jamos nor Corlett wanted to press charges, and no arrests had been made.

Duluth News Tribune  
10/2/62

This is how it all began.

This is the story from a Duluth newspaper in 1962 which was read several days later by a Labor Department investigator at his office in Minneapolis, and led to four years of persecution as described on the following pages.

# THE LABOR DEPARTMENT FABRICATES A CASE

THE case inspired and directed by the Labor Department had its beginnings in an article which appeared in a Duluth, Minnesota newspaper on October 2, 1962, a few days after Under Secretary of Labor W. Willard Wirtz was sworn in as Secretary of the Department.

The article, which described an incident at the SIU hall in Duluth on October 1, 1962, was seen several days later by Chris Pederson, a Labor

## Duluthian Hurt In SIU Scuffle

Department investigator whose office was located in Minneapolis, Minnesota. The incident at the SIU hall in Duluth involved a fight between several SIU members, which had been reported to the local police by the SIU Port Agent.

Although the Labor Department was not involved and no complaint had been filed with the Department, Pederson thereupon went to Duluth, and began a series of meetings and discussions with Charles Corlett and Edward Jamerós, two of the men involved in the incident at the SIU hall which had been reported in the newspaper.

The result of his visit was that four SIU men were indicted by a Federal grand jury in Minneapolis on July 17, 1963. The four men were Donald Bensman, Walter Chipman, Lawrence Rice and Kevin Ryan.

The indictments, involving more than 20 counts, charged the men with various violations of the Landrum-Griffin Act, alleging a conspiracy to deprive union members of their rights and also alleging coercion and intimidation.

After months of investigations and interrogations of large numbers of SIU representatives, and the issuance of subpoenas to SIU representatives and members all over the country, a trial was set for Federal District Court in Duluth on May 20, 1964.

Minneapolis, Minn. Tribune  
5/29/64  
**4 Union Men Face Charge of Intimidation**

Duluth News Tribune  
5/20/64  
**SIU Loses Motion for Dismissal**

Minneapolis, Minn. Star  
5/22/64  
**Court's Puzzle: When Is Brawl Not a Brawl, But Conspiracy?**

Duluth News Tribune  
6/2/64  
**Witnesses Differ On SIU Fight**

Duluth Herald  
6/3/64  
**U.S. Accused Of Bullying**

Duluth News Tribune  
6/4/64  
**2 Coercion Trial Counts Withdrawn**

Duluth News Tribune  
6/8/64  
**2 SIU Members Found Guilty**

Duluth News Tribune  
6/2/64  
**Testimony On Brawl Changed**

**U. S. Intimidation Claimed by Witness**

Says He Feared Jail

**DULUTH HERALD**  
**SUNSET FINAL**

Volume 45, No. 22 Friday, May 23, 1964

THE trial in Duluth on the indictments charging Landrum-Griffin violations began on May 20, 1964, and was concluded on June 7, 1964.

During the course of the trial, Government witnesses frequently changed testimony they had given before the Federal grand jury. Witnesses said they had been "bullied" by Government attorneys and charged that they had been "intimidated" and threatened unless they testified against the SIU defendants.

On various occasions, efforts were made by the U.S. attorneys to introduce a completely unrelated labor dispute on the Great Lakes, which had involved the Seafarers International Union of Canada.

Significant was a comment by U.S. Attorney Patrick J. Foley during the trial (Transcript, Page 1536), when he said: "... We seek not compassion, not forgiveness and not mercy..."

Later, Foley also stated (Transcript, Page 1545): "Well, I don't know much about this business except the Department of Justice drew up the indictment and they seemed to think it was a pretty good idea."

By the time the trial neared its conclusion, only 20 counts of the original indictment remained, several having been withdrawn in pre-trial conferences and also during the trial itself.

On Friday, June 5, 1964, the case went to the jury. The jurors returned with their verdict on Sunday afternoon, June 7.

Two of the four men were acquitted by the jury on all counts, while the other two, Chipman and Rice, were convicted on one count each out of the more than 20 counts in the original 1963 indictment.

Attorneys for the defendants immediately filed an appeal.

## Labor Department Investigator Describes His Role

How Labor Department investigator Chris Pederson instigated the indictments is best told in his own words. This is Pederson's complete testimony on June 3, 1964, in which he described his activities in Duluth during the trial in Federal District Court. It is reprinted verbatim from the trial transcript on Pages 1487 through 1498:

CHRIS PEDERSON, having been first duly sworn, was examined and testified as follows:

### DIRECT EXAMINATION

MR. FOLEY: May I have a moment, your Honor?  
THE COURT: Yes.

By Mr. Abramson:  
Q Your name is Chris Pederson, is that right?  
A That's right.  
Q And, Mr. Pederson, what is your occupation?  
A I am a compliance officer with—  
Q Speak up, please.  
A Compliance officer with the office of Labor Management, Welfare, Pension Reports of the United States Department of Labor.  
Q How long have you been so employed?  
A Four and a half years.  
Q And, generally, what are your duties, Mr. Pederson?  
A Well, we investigate violations of the Labor Management Reporting and Disclosure Act.  
Q Is that commonly known as the Landrum-Griffin Bill?  
A Yes.  
Q Or Act?  
A Yes, it is.  
Q What else?  
A In addition to that we provide assistance to unions in the preparation of the reports that are required.  
Q Now, what's your education?  
A I completed four years of college.  
Q Where was that?  
A Concordia College, Moorhead, Minnesota.  
Q Where had you been assigned during the course of your duties with the Department of Labor?  
A Well, I've been with—I was previously employed by Wage and Hour also of the Department of Labor for three and a half years, but since going with this organization I was in Minneapolis from November, 1959, until April of 1963, at which time I was transferred to Washington, D.C., and I was in Washington until I was reassigned to Minneapolis approximately three weeks ago.  
Q And have your duties been consistent or have they been the same in the four and a half years you have been connected with the Department of Labor in this capacity?  
A Well, my duties were different when I was in Washington.

Q I understand.  
A Then they have been in the field.  
Q But in Minneapolis while you have been assigned to the Minneapolis office, your duties have generally been investigative in relation to the Landrum-Griffin Bill, is that right?  
A Yes.  
Q Now, directing your attention to October of 1962, I think you have indicated that in that course of time you were assigned to the Minneapolis office, is that right?  
A Yes.  
Q Did you have occasion to investigate an incident which took place October 1, 1962, here in Duluth in the SIU hall?  
A Yes, I did.  
Q And would you describe how that investigation got under way?  
A Well, I saw a copy of the Duluth paper for October 2, 1962. I think I saw it about October 4th, and in that newspaper was a short article which mentioned that there had been—  
MR. WEINBERG: Just a minute. I object to any reference to the substance of a newspaper article. I assume the question called, it being initiated by some formal act.  
MR. ABRAMSON: Your Honor, we withdraw that question.  
By Mr. Abramson:  
Q How was it you happened to see a newspaper report of an incident up here, is that common practice for the Department of Labor to survey the newspapers?  
A We subscribe to the Duluth paper, yes, for information which would pertain to the law that we administer.  
Q Is that what initiated this investigation of October 1st event?  
MR. WEINBERG: Just a minute, if the Court please, unless counsel is attempting to bring out that a newspaper article can instigate, and using the word instigate in the legal sense of the word, an investigation by government agencies, this would be entirely hearsay and incompetent, irrelevant, immaterial.  
THE COURT: Sustained. I suppose he can tell how he happened to come up here to check into this matter.  
By Mr. Abramson:

Q Well, what course was your investigation? What course did it take then subsequent to what you have indicated?  
MR. MILLER: Your Honor, I am going to object to that question because it is so indefinite. There is no time, what he is investigating, no subject here that he is pointing out. I object to it.  
MR. ABRAMSON: Perhaps, your Honor, if the reporter will read back your remarks and he can take that as the question and answer that question. (The Court's statement was read as follows: "I suppose he can tell how he happened to come up here to check into this matter.")  
By Mr. Abramson:  
Q Can you answer that, Mr. Pederson?  
A Well, I have to mention—  
MR. MILLER: Well, your Honor, I believe the record, would you direct the court stenographer to continue the reading of the question?  
THE COURT: Read the rest, Mr. Reporter.  
THE REPORTER: After the court's statement was the following:  
"By Mr. Abramson:  
"QUESTION: Well, what course was your investigation? What course did it take then subsequent to what you have indicated?"  
THE COURT: We don't want you reciting anything from the press, the newspaper. We gather you came up here in connection with some duties of your office, that's what we are searching for.  
THE WITNESS: Yes.  
MR. FOLEY: One moment, sir.  
THE COURT: Then after that Mr. Miller made an objection. Now, we won't have him reciting anything from the press, Mr. Miller, it's just whatever he came up to perform, his duties in connection with the United States Government by whom he is employed.  
MR. MILLER: All right, your Honor.  
THE COURT: Do you have that in mind; have you?  
THE WITNESS: Well, in the performance of my duties I came to Duluth on October 9, 1962.  
By Mr. Abramson:  
Q What did you then do when you got to Duluth in relation to this event on October 9?  
A I called Ed Jamerós on the telephone, and I said I was from the Department of Labor and I would like to come over and talk to him.  
Q What next happened?  
A Then I called at his home and asked him about—  
Q Well, here, you went to the home of Mr. Jamerós, did you?  
A Yes.

Q You can answer that yes or no. Did you have a discussion with him about the events of October 1, 1962?  
A Yes.  
Q And after your discussion with him, what did you next do?  
A Then I went over to see Mr. Corlett.  
Q Now, what day was this you talked to Mr. Corlett?  
A This was the next day. This was October 10.  
Q Where did you go see him?  
A At his home.  
Q And were you admitted in the home, I take it?  
A Yes.  
Q Who else was there when you got there?  
A His wife was also there.  
Q About what time of day was it?  
A Probably between eleven a.m. and one p.m., somewhere in there.  
Q Did you identify yourself to him and his wife as an investigator for the Department of Labor?  
A Yes, I did.  
Q And did you show to them any credentials that you had?  
A Yes, I did.  
Q Did you then have a discussion with Mr. Corlett relative to the events of October 1, 1962?  
A Yes, I did, yes.  
Q And as best you can recall, would you relate what you said to him and what he said to you?  
MR. HANSON: Your Honor, I object to that question, it's hearsay, no proper foundation for impeachment in examination of Mr. Corlett. Mr. Corlett has testified his best recollection and he has said that there was a lot of leading questions presented to him at various times, and I submit that just like Mrs. Corlett, there was a lot of the matters that Mr. Corlett may have stated on various occasions that were done on the basis of hearsay, not his own knowledge.  
THE COURT: This man may testify to what he said in connection with the matters referred to as an employee or officer of the Department of Labor of the United States. So the objection to that extent will be overruled.  
By Mr. Abramson:  
Q Go right ahead.  
A Well, I asked Mr. Corlett about what had occurred at the union hall on October 1, 1962, and he told—  
Q Would you speak up, please, Mr. Pederson?  
A This conversation took approximately one hour and a number of things were discussed. He mentioned that he and Mr. Jamerós had gone to the union hall, and while there a fight had resulted. He told me that

the trouble stemmed from the questioning of the activities of some of the union officials, and he also mentioned that there was a problem because he had filed a complaint with the National Labor Relations Board.  
By Mr. Abramson:  
Q Keep going. What next? And keep your voice up, please, so we can hear you.  
A Well, is there any particular phase?  
Q Well, did you ask him who he had been involved in a fight with?  
A Yes.  
Q What did he tell you?  
A He told me that he had been in a fight with a person he did not identify. He said that Mr. Jamerós had also been assaulted, and he described this man as being six foot four, 280 pounds, but he did not give the man's name. He also indicated that a friend of his, Mr. Chipman, was present, but he stated that Mr. Chipman did not engage in any fight.  
Q Did you have any further conversation with him?  
A He said that after the fight he had talked with Mr. Bensman and Mr. Bensman had suggested that he withdraw his complaint with the National Labor Relation Board. He said that he planned on doing so. And his wife was present and she indicated that she was opposed to his withdrawing this complaint. She said that he should act like a man, something to that effect, and should not back down.  
MR. WEINBERG: Now, if the Court please, we are now getting hearsay on top of hearsay, and it is objected to.  
THE COURT: What's the motion now?  
MR. WEINBERG: Move the answer be stricken.  
THE COURT: That part may be stricken.  
By Mr. Abramson:  
Q Did Mr. Corlett say anything further that you recall?  
A Well, Mr. Corlett said that, to his wife, that—  
MR. WEINBERG: I object to the discussion between a third person who happens to be the wife and an interview that this man has been having with the witness which we still claim is hearsay as far as the defendants are concerned.  
THE COURT: Sustained.  
By Mr. Abramson:  
Q What did he say to you, not to the wife now, what did he say to you relative to anything further?  
A He said to me that he did not want to say anything because he was afraid. However, if I could obtain a permit for him to carry a gun so that he could feel that he would have protection, then he would be willing to tell me in detail the occurrences that took place on October 1.

Q What did you next do then?  
A Then I contacted Tom Naylor, the County Attorney, to see if he had the authority to grant permission to carry a gun, and he referred me to the municipal authorities, and I contacted Inspector Barber of the Police Department, and he said that he had—  
MR. WEINBERG: Just a moment. I object to any conversation as hearsay.  
THE COURT: Sustained.  
By Mr. Abramson:  
Q Did you get a permit to have him carry a gun?  
A No.  
Q Did you later advise Mr. Corlett of this?  
A Yes.  
Q On what date was it, do you recall what date it was you advised Mr. Corlett you couldn't get him permission to carry a gun?  
MR. WEINBERG: That last part of the question assumes a fact that hasn't been testified. The answer was no permit—  
THE COURT: Divide your question, Mr. Abramson.  
MR. FOLEY: May we withdraw that question, your Honor?  
By Mr. Abramson:  
Q When did you advise Mr. Corlett that you could not obtain permission—  
MR. WEINBERG: Objection, that last part—  
By Mr. Abramson:  
Q Or did not obtain permission for this, to have him carry a gun, that is?  
A I talked to him on October 10, as I said, in the late morning or early afternoon, and then I went and contacted these other officials, and I am not certain if I re-contacted him late that afternoon or early the next morning, which would be October 11.  
Q But the latest would be the next morning, the 11th?  
A Yes, yes.  
MR. ABRAMSON: That's it. Thank you. Your witness, Counsel.  
MR. COURTNEY: May we have a moment for a huddle?  
THE COURT: Yes.  
MR. WEINBERG: As a result of the huddle, the signal is that there will be no cross examination.  
MR. FOLEY: I might point out for the record, your Honor, that I later gave to counsel a report made as a result of Mr. Pederson's investigation if they desire to look at that before this witness is released.  
MR. WEINBERG: We have no interest in it.  
MR. ABRAMSON: Thank you very much. (Witness excused.)



## Union Files Protest with Wirtz

Shortly after the trial and conviction of the two SIU men, SIUNA President Paul Hall formally complained to Labor Secretary Wirtz regarding the role of Labor Department investigator Pederson in the entire Duluth matter.

In his letter on June 19, 1964, Hall called for censure of Pederson and disavowal by the Department of Pederson's role in the case.

Several weeks later, on July 31, 1964, Secretary Wirtz answered Hall's letter, saying that Pederson had "acted appropriately" and that his censure was "unwarranted."

### Excerpts from Hall's Letter To Labor Secretary Wirtz:

"... Mr. Pederson testified during the course of this proceeding as a government witness (copies of which testimony are appended hereto). . . . Mr. Pederson testified that after having read this article, he proceeded on October 9, 1962 to Duluth, Minnesota and arranged a meeting with two individuals alleged to have been parties to that incident. . . . It should be noted that both of these individuals subsequently became complainants in the criminal proceeding referred to above.

"According to Mr. Pederson, Mr. Corlett advised him that he was having difficulties because of his having filed unfair labor practice charges involving the Union with the National Labor Relations Board. That a fight had occurred at the Duluth hall, as a result of his filing, in which both he and Jamos were involved. Mr. Corlett, he testified, at some point during the discussion, told him that he was afraid to discuss the matter any further. Mr. Corlett indicated that if he, Mr. Pederson, could obtain a gun permit for him, he would be willing to give Mr. Pederson further details with respect to the October 1, 1962 occurrence. In this connection it is most strange that Mr. Corlett, himself, unequivocally denied having made such a request of Mr. Pederson (See FN below). . . . This International Union's complaint with respect to Mr. Pederson's conduct is obvious. To begin with, contrary to the express provisions of the Labor-Management Reporting and Disclosure Act of 1959, Mr. Pederson took it upon himself to conduct an investigation, without complaint, of a matter obviously arising under Title I of that Act. Title VI, Section 601 (a), provides that the Secretary of Labor shall have the power, when he believes it is necessary, to determine whether persons have violated or are about to violate any provisions of said Act but specifically excepts violations of Title I and amendments thereto. As noted, Mr. Pederson's investigation was occasioned not by any written complaint under those titles of the Act under which you and your Department have authority (i.e., Titles II, III, IV, etc.) and it is apparent that the matter in which he involved himself in could not in any way be connected with such sections of the Act. His intervention in this matter can only be described as officious meddling, unrelated to his statutory duties, and we are sure, contrary to the rules and regulations of your Department.

"Further, in the course of this unwarranted, improper and illegal investigation, Mr. Pederson placed himself beyond the pale of his investigatory function by volunteering his services to Mr. Corlett in trying to obtain a gun permit for the latter. This activity certainly was not in connection with his duties, was uncalled for, and designed only to insure Mr. Corlett's cooperation in the investigation. This misconduct compounded itself when Mr. Pederson was requested to testify with respect to these activities in connection with the above criminal indictment. . . . Mr. Pederson's testimony had a substantial effect in coloring and weighting the evidence therein and in part resulted in a guilty verdict with respect to two of the defendants on one count.

"It should be noted that of twenty counts of criminal activity in the indictment, the four involved defendants were found innocent on eighteen of the counts. Two of the individuals were found guilty of the formation of a conspiracy to obstruct these complainants, but were not found guilty of any act arising from such conspiracy. In that connection, Mr. Pederson's testimony as to his activities relating to the state of mind of the complainants added a necessary link in the chain of circumstantial evidence relating to the conviction. Regardless of the substance of Mr. Pederson's testimony, the very authority of the position with which your Department has clothed him created a false impression in the minds of the jury and his testimony was given substantial coverage in the Duluth newspapers. . . .

"... Mr. Pederson exercised extreme bad judgment in connection with this entire affair and deserves ultimate censure.

"It is my belief that your Department will not condone or be party to this activity and will take those steps necessary to remedy such practices by its agents and representatives."

## Wirtz Replies

Dear Mr. Hall:

Your letter of June 19, 1964, calling for censure of Mr. Chris Pederson, a Compliance Officer with the Office of Labor-Management and Welfare-Pension Reports of this Department, has been carefully reviewed. We appreciate your bringing this matter to our attention and have investigated it fully. We believe that this investigation makes it clear that Mr. Pederson acted appropriately in discharging his duties in connection with the event referred to in your letter.

Let me assure you that this Department is most concerned when allegations of misconduct on the part of employees are made, but I am convinced from the information available to me that censure of Mr. Pederson is unwarranted.

## Court Appeals Win New Trial

Meanwhile, attorneys for the two men who had been convicted, filed motions for new trials on August 11, 1964. Judge Donovan deferred sentence pending a hearing on the requests.

On October 5, 1964, motions for new trials were denied, and on December 16, 1964, sentence was passed, with Chipman given an 18-month sentence and Rice a year and a day. Appeals were thereupon filed on behalf of the two men.

Fourteen months later, on February 28, 1966, the U.S. Court of Appeals for the 8th Circuit, in St. Louis, Missouri, reversed the decision of the District Court. The Court of Appeals ordered a new trial for the two men.



## U.S. Attorney Warns of Long Trial

U.S. Attorney Patrick J. Foley, the prosecutor in the 1964 Duluth trial, reacted to the U.S. Court of Appeals' reversal of the District Court conviction on April 8, 1966, in a letter to the attorney representing the two SIU men for whom a new trial had been ordered. The text of his letter is as follows:

Re: Lawrence Rice and Walter Chipman  
v. United States

Dear Mr. Courtney:

You are to be commended for your temporary victory in the Court of Appeals. Mr. Abramson and I both agree that the Court erred in some small respects but that we would not file a petition for certiorari, although we are satisfied that it would undoubtedly be granted.

I wish to underscore the fact that I think your victory is temporary for the reason that we are preparing to try Mr. Rice and Mr. Chipman at the May calendar in Duluth. I believe that the gravity of the offense and the weight of the evidence warrants a retrial. The Court implicitly agreed that the evidence was sufficient to support a conviction. Accordingly, I look forward to seeing you and Al Weinberg and our eastern counterparts over a period of several weeks beginning late in May. As you know, I am in no hurry when I try a lawsuit and because of some additional information which has come to my attention, the next trial could last longer than the last one.

Except for the fact that I am disappointed, I realize that you gentlemen should be commended for an excellent trial and an excellent appeal. You made your record during the trial for your appeal victory and I congratulate you. Unquestionably the great care and pains that you took during the trial to protect your record and to establish your predicate for the successful appeal bore fruit—so far.

Very truly yours,  
MILES W. LORD  
United States Attorney  
[Signed] Patrick J. Foley  
By: PATRICK J. FOLEY  
Assistant United States Attorney

## Government Withdraws Case

But the new trial never took place.

Despite his letter warning that a new trial "could last longer than the last one" and his statement that he now had "some additional information" for the new trial "beginning late in May," Foley withdrew his case and moved for dismissal.

Foley's withdrawal of the case obviously reflected the fact that he had never had a case in the first place.

On May 17, 1966, Judge Donovan issued an order dismissing the indictments.

Thus, the end was written to these four years of unwarranted, painful and costly trial and tribulation—this was the end after four long years of hardship, suffering, public humiliation and expense for four union men, their wives, children and families..

Only the highlights in this case have been touched in this presentation. There are many other important aspects and factors involved in this matter, not only the perversion of the Labor Department's function—which allows it to serve as a Trojan Horse in the trade union movement on behalf of other agencies of the Federal Government.

To fully understand the significance of this case and its implications, an examination in depth is required.

We believe such an examination is essential, in the interests of safeguarding the rights of individuals against the abuses of governmental power.

We believe that matters of this nature can only be explored properly by the Congress of the United States.

For this reason, we are immediately submitting the facts of this case and other pertinent information to the appropriate committees of the Congress.

Seafarers International Union  
of North America, AFL-CIO

## Federal Legislation Needed To Combat Air Pollution

WASHINGTON—The battle against air pollution can only be won by a federal law "with teeth in it," an AFL-CIO spokesman declared today in a network radio interview.

The causes and effects of air pollution cannot be contained within state boundaries, said AFL-CIO Legislative Representative James F. Doherty, and "any realistic approach to this problem would have to be nationwide."

"Research has shown that air is located in sheds, somewhat similar to the way that water is located in sheds," Doherty pointed out, and they "may cover several states. If you are going to deal with the pollutants in a particular airshed, you have to have some kind of regional approach."

For that reason, "the federal government has the major role, in the sense that it has the major responsibility," he asserted, and it "can't relegate this responsibility to 50 different (state) regulatory agencies." Doherty's statements came as he was questioned by reporters on Labor News Conference, a weekly public affairs feature on the Mutual Broadcasting System.

Knowledge about the causes and effects of air pollution and how to control it is incomplete, he said, so "the important thing in the field of air pollution is money for research and development."

Doherty suggested that the \$186 million Congress authorized last year to combat the problem is not a "significant amount—especially in view of the problem" that exists. He noted that Sen. Edmund S. Muskie (D-Me.) has announced he will hold hearings on air pollution problems in some of the major cities during the 90th Congress. These, he said, should provide a solid basis for new legislation.

He predicted that Congress would provide the kind of federal authority that is needed. "Whether you are a Republican or a Democrat, you breathe," he said, nothing further that the Air Pollution Control Act of 1966 passed by unanimous vote in the Senate.

Reporters questioning Doherty on Labor News Conference were Orr Kelly of the Washington Evening Star and James Millstone of the St. Louis Post-Dispatch.

WASHINGTON—The National Right to Work Committee has an interim legislative program it would like Congress to adopt while working towards a long-range goal of a federal law abolishing the union shop. That goal, the committee observed in a press release, "may still be several years away." Meanwhile, it would like Congress to pass laws:

- Ending the tax exemption on unions that have union shop agreements.
- Prohibiting a union shop unless a state passes a law specifically permitting it. At present, federal law allows workers and employers to negotiate a union shop except where prohibited by state law.
- Repealing the union shop authorization Congress wrote into the Railway Labor Act in 1951.
- Amending the National Labor Relations Act to abolish the requirement that unions chosen by a majority of workers bargain for all workers in the bargaining unit. Under the "work" committee's plan, a union would represent only its own members.

## LABOR ROUND-UP

"Labor Looks at the 89th Congress," a 92-page AFL-CIO legislative report covering the first and second sessions, is now available for distribution. The pamphlet, prepared by the federation's Dept. of Legislation, records the step-by-step action on major bills of interest to labor. Single copies are free; additional copies are 15 cents each or \$13.50 for 100. Listed as Publication No. 77H, it can be ordered from the Pamphlet Division, AFL-CIO Department of Publications, 815 16th St., N.W., Washington, D. C. 20006.

President George Meany has informed all affiliates that the AFL-CIO has endorsed the 1967 March of Dimes campaign and urged cooperation with the drive through labor's community services program. "We are aware that the March of Dimes is concerned with the research, care and rehabilitation of children with birth defects," Meany said. "Our support will help the March of Dimes carry on its work."

A portable pension program for 50,000 members of the Retail Clerks in the supermarket, drug store and discount chain fields has been negotiated by nine Southern California locals. Key trustees of

the \$50.4 million food pension fund have approved the program. The plan is considered the first of its kind in the retail field. It skirts "reciprocity" of pensions and instead, permits workers with qualified service time to transfer pension credits if they change jobs within the three funds. To qualify, a worker must serve at least five consecutive years under one of the existing plans and at least 10 years in all. The food pension fund, established in 1957, now has about 1,500 pensioners. The drug fund has \$6.5 million on hand and 380 pensioners. The general sales pension trust, created a couple of years ago, has a fund of \$250,000.

Five AFL-CIO unions and the Metal Trades Department have endorsed a training project under which 1,200 unemployed persons will be given instruction as production workers in metal plants. The project will cost about \$700,000 and will be undertaken by the American Metal Stamping Association. Under Secretary of Labor John F. Henning said in making the announcement. Approval of the plan has been voiced by the Sheet Metal Workers, International Brotherhood of Electrical Workers, Machinists, Auto Workers and Steelworkers.

## Fallout!



### The Pall Over The Nation

To breathe or not to breathe, that is the question in many areas of the country. A recent report on the level of air pollution in New York City disclosed the fact that the city has one of the most deadly air pollution levels of any American metropolis.

Another study, financed by the United States Public Health Service and released on January 11, revealed that New York City's borough of Staten Island has a higher death rate from respiratory cancer in its northern section than in its most southerly. Scientists concluded that this is partly due to air pollution produced in New Jersey.

Sulfur dioxide, a highly poisonous gas, is dangerously present in New York as it is in other metropolitan areas. Carbon monoxide too is present to such an extraordinary de-

gree in some areas that it effects the very mental processes of those people exposed.

It is said by some that if the standards of the Food and Drug Administration were applied to New York City air, the air would not be permitted to be shipped through interstate commerce . . .

All of these grotesque facts emerging from one scientific study after another point to one thing: The need exists for state and federal controls to wipe out these atmospheric threats to life. Devices that could clean the air already exist. Those sources, particularly industry, who are responsible for pollution must adopt the use of these devices—if necessary, under stringent laws meting out harsh penalties for failure to do so.

### Another Good Reason

Alan S. Boyd, head of the new Department of Transportation, keeps giving the best reasons possible why it was imperative that the Maritime Administration not be included under his jurisdiction and should instead be set up as an independent agency.

Testifying before the Senate Commerce Committee looking into the fitness of his nomination to head the new cabinet-level transportation department, Boyd suggested that American ship operators be allowed to purchase their equipment (ships) wherever they can find it in the world without being, as he puts it, "captives of the shipbuilding market" in this country.

He suggests that the resulting "competition" from foreign shipyards would bring about price reductions in American yards

and American operators would soon return to their native land with their ship orders. He does not consider that foreign yards can maintain their present "competitive prices" because of a combination of substandard wages and massive governmental aid and/or support.

Experience has taught us that in a modern economy reduced production costs result from increased volume. To make American shipyards more competitive with foreign yards the "build American" requirements should not be eliminated but should be enforced more stringently. In addition, the amounts of U.S. commerce reserved for American-flag ships, built in U.S. yards and manned by American seamen should be increased by law and those laws should be strictly enforced.

# Anti-Labor Forces Seen Rallying For Concerted Campaign in 1967

WASHINGTON—Collective bargaining and the right of free trade unions to operate in our society are expected to face serious tests in the upcoming 90th Congress.

Traditional anti-labor groups are already hard at work laying the groundwork for legislation, viewing 1967 as the most promising year in two decades for restricting the trade union movement.

The U.S. Chamber of Commerce, the National Association of Manufacturers, the National Farm Bureau Federation and the National Right to Work Committee all have their own plans.

They have their friends in Congress, too, such as Senator Robert Griffin (R., Mich.), co-author of the Landrum-Griffin Act, and Senator Carol Curtis (R., Nebr.) who has long sought to curb organized labor in the political education field.

The Chamber of Commerce is not only making proposals but it has assigned a staffer, Walter Wingo, to report on the activities of the labor movement.

Wingo has prepared a three-part series for the Chamber's official magazine, *The Nation's Business*, entitled "What To Do When the Union Knocks." This is designed to help the employer fight unions.

A prime target of Wingo's articles is the National Labor Relations Board.

Working on the same theme is Griffin, who has now won a six-year term in the Senate.

He has announced that one of the first things he will do when Congress opens in January is to reintroduce legislation calling for the abolishment of NLRB. He wants the function of the board shifted to a 15-man labor court.

Both Griffin and the Chamber claim that NLRB rulings have, too often, been against business.

They had no such complaints when Eisenhower appointees dominated the board.

Far more sensational and headline-catching are proposals in the area of national emergency strikes.

What many liberal and labor representatives fear is that once the issue is open, anti-labor members of Congress could have a field-day. Following are some of the other recommendations that are being advanced and which labor may well have to grapple with during the 90th Congress.

**Anti-Trust Laws**—This would place unions under the anti-trust laws of the nation in which the age-old and discredited conspiracy theory would be revived. One proposal along this line, by the Farm Bureau, would make it a conspiracy for unions to secure wage increases "in excess of the gain in productivity."

**Political Education**—This plan would extend the Taft-Hartley Act and Federal Corrupt Practice Act so that it would be illegal for unions to spend union treasury funds in Federal, state or local activities even for such citizenship programs as registration drives and getting out the vote.

**Free Speech**—Their concern is not free speech for workers, but employers. The Taft-Hartley Act gives an employer great latitude to express his opinions on unions and union leaders in strong, even intemperate language, as long as his words do not in themselves contain threats of "reprisal or force or promise of benefit." Anti-union groups say this restricts the freedom of employers.

**Work Week**—The Farm Bureau would make it illegal to establish a shorter work-week "by either legislative action or labor-management negotiations."

**Farm Workers**—The Farm Bureau would also make it a crime for farm workers to strike during "critical" production or harvesting periods and also would set up roadblocks to collective bargaining by farm workers.

**Recognition**—Several anti-labor groups are urging legislation which would make it illegal for an employer to recognize a union on the basis of a "card count" but would require that the issue be decided by a secret ballot.

**Union Discipline**—This would remove from the union the right to strengthen its effectiveness by preventing unions from taking any action against members who violate established union rules and procedures.

The Department of Labor estimates that approximately 3.1 million workers will be involved in contract renewals in 1967. If any of these negotiations result in a dispute, anti-labor forces are expected to exploit it for the ultimate impact on public opinion.

They are seeking to develop a form of hysteria which was reached in 1947 when Taft-Hartley was passed and in 1959 when Landrum-Griffin became law.

On the other hand, the majority of the Senate is still considered pro-labor and labor's friends in the House have a solid base. But labor knows that in a hysterical atmosphere almost anything can happen.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The 4,500 members of Avondale Shipyards, Inc., will have an opportunity to vote for union representation on January 26. The National Labor Relations Board will conduct the election as agreed upon by Avondale and the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers, AFL-CIO.

The union began its membership drive over three years ago. By the early part of 1965 the union had a membership of approximately 1,000 working at the Avondale yard. According to a union complaint, it was about at this time that Avondale began a program of harassment against employees with union affiliation. The NLRB has ordered reinstated with back pay those persons who had been fired because of union affiliation.

The NLRB also required the company to pledge they would not interrogate employees because of union activity or to threaten employees with loss of jobs if they joined the union.

### New Orleans

Seafarer Augustin Diaz, last on the *Canton Victory*, is among those seafarers crowding the hall during the post-holiday rush to ship out. Diaz, who ships as oiler, makes his home in Tampa, Florida. Any cook's job looks good to P. T. Martin. Martin last sailed on the *H. C. Blake*.

AB Clay Thomas is looking at the big board waiting for a chance to grab a ship going to Viet Nam. Thomas sailed on the *Loma Victory* before settling on the beach for a holiday rest. Fred (Sam) Morris is looking for a long haul to the Far East. Sam's last billet was as messman on the *Steel Age*. He is now registered in steward department group three and is ready and willing to ship out.

Third Cook Charles E. Colston is around the hall waiting for another cook's job running south. Colston's last trip was on the *Del Campo* on which he served as

go when the right billet comes along. Seafarer John S. (Red) Burke liked his job as steward on the *Wingless Victory* and was prepared to stay for another trip but she laid up and Red is now scouting the board to find a replacement equally as enjoyable as his last ticket.

It's short runs for Seafarer Emmet Mayo. His last ship was the *Fortaleza*. Mayo makes his home in Mobile with his sister. When the *Claborne* laid up for repairs, Sam Henry lost a happy home away from home. Sam has sailed in the steward department out of the Gulf for over twenty years and says he feels he has twenty left.

### Houston

B. Owens, a deck veteran of many years, is just off the *Montpelier Victory* with an NFFD. Meanwhile W. T. Baker, also a deck man with plenty of experience, is looking for a ship that's a good feeder, headed for a foreign port.

## Varied Undersea Landscape Found Near Aleutians

Six newly compiled maps of the seabed surrounding the Aleutian Islands of Alaska show a jagged and tumbled area of mile-high mountains, two-mile-deep, 12-mile-wide canyons and vast flat areas that suddenly soar to dizzying heights only to fall as quickly to new low points—all unseen and previously unnoted beneath the sea.

This new insight into the form of the North Pacific and Bering Sea is the result of 20 years of study recently compiled and mapped by the Environmental Science Service Administration, Coast and Geodetic Survey. The maps cover an area of about 400,000 square statute miles of seabed in a region prone to violent and frequent earthquake activity.

Among the new discoveries are a 6,500-foot peak and a submerged mountain ridge rising 4,260 feet above the sea floor.

In addition to revealing new discoveries, the recent data helped locate long-known bottom features with pinpoint accuracy. Among these are the immense Aleutian Trench, which has a depth of over 25,000 feet; Murray Canyon, 12 miles wide and almost three miles deep; Adak Canyon, eight miles wide and more than two miles deep; Bowers Ridge—a submerged mountain range extending about 300 miles, which rises from flat areas more than two miles deep to within only 390 feet below sea level.

Greater knowledge of this undersea zone will aid in understanding earthquake activity in the area, and may prove valuable to physical and biological scientists, geophysicists and commercial fishermen.

## YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying

By Sidney Margolius

Highest fees for credit are those charged by licensed small loan companies. The people who pay them are those who can least afford high rates—often people already with debt troubles or medical bills.

The rates are fixed by various state laws at 2 to 3½ per cent a month—the equivalent of true annual interest of 24 to 42 per cent. Most typical is 3 per cent a month on loans ranging from \$150 to \$300 in different states.

For example, in Illinois the borrower pays 3 per cent a month on the first \$150 of a loan, 2 on the next \$150, and 1 between \$300 and \$800. In Michigan, the rate is 2½ per cent to \$300, and 1¼ from \$300 to \$1000.

As though such rates were not high enough, some states permit the higher rate to continue on the lower part of the loan while the borrower's payments first pay off that part bearing the lowest interest rate. Thus, in Michigan, if a man borrows \$600 from a loan company, his payments first go towards the \$300 bearing interest at 1¼ per cent, while the interest continues at 2½ per cent on the bottom \$300.

The justification usually given for the high rates on small loans is an obsolete study dating back in 1907 by the Russell Sage Foundation. It recommended enactment of small-loan laws to make loans available to people who had little security or collateral and who might otherwise be forced to go to loan sharks.

One of several fallacies is that such borrowers lack collateral. The fact is, the loan companies usually do seek collateral. In Akron, for example, "although many small-loan company advertisements speak of 'signature' loans, all those visited wanted security

such as a car or furniture," Ronald Karg reported in a survey for the United Rubber Workers Union.

Loan companies have been campaigning at state capitals with noticeable success to increase the amounts they are permitted to lend. In general they recently have traded a small reduction on the initial part of a loan for the privilege of raising the maximums they can lend to—for example—\$1000 in Michigan instead of \$500; \$1000 in Connecticut from \$600; \$1000 in Indiana from \$500; \$800 in West Virginia from \$300, and so on. The new maximums themselves contradict the old argument used to justify high rates, that these are "small" loans.

Small-loan companies maintain active lobbies at state capitals in addition to their national associations which are fighting the "truth in lending" bill.

In one recent instance they were charged with being a little too active, and in an illegal way. A Superior Court jury in Massachusetts convicted three loan companies, six public relations employees and an executive vice-president, on charges that they attempted in 1962-63, to bribe two members of the State Regulatory Board to forestall a proposed rate reduction. The rate reduction was never made. The previous year the Board had increased the maximum loan limit from \$1500 to \$3000—one of the highest maximums permitted in any state. (According to the *New York Times*), the companies convicted were Beneficial Loan Corporation, Household Finance and Liberty Loan Corporation.

Ironically, one of the public relations men is a member of a committee of lenders and retailers working with community agencies to develop financial counseling services for over-extended debtors.



Foster

Henry

third cook. Nothing special, says William J. Smith, just anything moving.

### Mobile

Last on the *American Victory*, deck man Mark B. Hairleson has finished his holiday stay on the beach and is now looking to the shipping board with interest. Hairleson makes his home in Warrenton, Florida, and has been a member of the union since its inception. Back after a three month trip to India, Seafarer Floron Foster has left the *Globe Progress* to spend some time with his wife and family. Foster makes his home in Mobile and has shipped in the deck department from Gulf ports for over twenty years.

Electrician T. L. Moss spent six months on the *Alcoa Commander* but is now spending his time on the beach with his family in Mobile. He is registered in group one engine department and is ready to

**Express Thanks For Pension Hike**

To The Editor:

I have received my check and I want to thank you and the union for all you have done for me. I wish you and the SIU, as well as my former shipmates, a happy new year.

Sam Knuckles  
Norlina, N. C.



To The Editor:

May I express my sincere thanks to my union brothers for making it possible to increase my pension check.

My appreciation to all of you. May the very best come to all my brothers and officials who have helped in every way.

Charles Goldstein



To The Editor:

I have received your letter of Dec. 9, some two weeks ago, letting me know that at the meeting of Dec. 7, the trustees unanimously agreed to increase my pension payment from the present \$150 per month to \$175 per month.

This is a very generous pension and I want to say thanks for your letter. I further want to express my gratitude for such a generous pension, to the administrators, trustees and all the officials of the SIU, a great union.

Carl Larsson  
Erie, Pa.

**LETTERS To The Editor**

**SIU Welfare Plan Comes In Handy**

To The Editor:

I would like you to know—I have received my Seafarer's Welfare Fund check.

It is with heartfelt gratitude that I wish to say many, many thanks for your comfort and assistance to both of us in the past.

Thank you for your kind offer of advice in helping with personal affairs and again many thanks and may God bless you.

Sincerely,  
Mrs. John Moran  
Daytona Beach, Fla.



**Cites Air Pollution As Urban Menace**

To The Editor:

I had occasion recently to take a flight from New York City to Houston. The plane took off and as she lifted to a height of just one thousand feet she was already penetrating a thick smog or haze which completely clouded visibility, despite the fact that it was really a clear day, as I later discovered. I could see filthy air hanging like a death shroud over Manhattan Island.

All this may seem remarkable but I haven't said anything yet: Less than five minutes out of New York City, visibility from the plane was unlimited! Obviously air pollution is a bit out of control. How soon before there is far more pollution than there is just now?

Edward Bard  
Corpus Christi, Texas

**SIU Has Finest Pension Plan**

To The Editor:

The retroactive nature of the increase in pension payments was duly appreciated.

The future increase is also appreciated and, while the observation might be made that the increase merely brings parity with the pension payments of other maritime unions, as an oldtimer and a pensioner of SIU, I'd like to point out that this is the only instance of parity these other unions have with the Seafarers Pension Plan, as in every other detail regarding benefits we are far superior in every respect and have been all along the line.

The Seafarers for years have had the finest pension coverage in the maritime industry. The Seafarers were the innovators of such a plan for taking care of their old-time membership and were doing so before any other maritime union even thought about doing so. In fact, the pension coverage of other maritime unions is only of recent vintage in comparison with the SIU and even at this late date the benefits meted out to their old-time membership in no way compares to the generous nature of Seafarer Pension Benefits, and no old-time member of these unions is accorded the swell treatment from all hands in his capacity of retaining full membership and privilege upon retirement.

There are still only two methods of transportation around these parts—a ride on the gravy train as an SIU member, and that nickel ride on the Staten Island ferry, both very enjoyable tours.

Thanks for all the good reading during the past year. Along with Playboy Magazine, the Log is my favorite material. The reference to Playboy is not due to senility; it is youthful exuberance sparked by continuing association with the Seafarers. Smooth sailing.

Art Lomas

To The Editor:

My many thanks and appreciation for the permanent increase of pension payments and all the monthly checks of the year 1966, received always on time. May I wish you the best of health and strength for the New Year, and may God bless you.

Frank B. Vorkampf

**Lauds Fight By SIU Tugmen**

To The Editor:

For the past three months I've been following Baltimore's tugboat strike through the pages of The Log. The Inland Boatmen Union's major demand, for 24-hour notice before layoff, seems more than a reasonable one. How the men have endured under the present primitive hiring fashion is beyond me. The Baltimore tugboat strike is undoubtedly creating difficulties for Baltimore shippers. But the tugboat owners clearly created difficulties for the workmen for many years.

Strikes, especially long ones such as this, are never easy to endure. I'm sure the Baltimore tugboat men, with right on their side, have the strength to do so.

George Brown

**Overseas Video Fare Includes Hopalong Cassidy in Arabic**

"TV is great on coastwise ships, but not much good on vessels bound for foreign ports." This was the opinion of several Seafarers interviewed in the New York hall recently by the LOG. Most of the Seafarers asked indicated that as far as television during trans-oceanic trips was concerned, they could take it or leave it.

Seafarers that have shipped on coastwise ships that had TV, however, thought it was a real boon. "It's really nice to watch it at night, when there's nothing else to do," one Seafarer told the Log. Seafarer Jack Farrand explained to the Log that ships with TV sets can get reception only within 100 miles of land. "When you're out more than 100 miles, you can't get much."

Most Seafarers found TV watching in foreign ports disappointing. In most Far Eastern ports, the Log found, TV reception is impossible with the American-made sets on our ships. "They're on a different circuit

than we are," explained one man. "Their programs are sent out on different wave lengths," another said.

In some European ports, the picture comes through, but not the sound. Brother Landry had this experience in Holland. Most of the Seafarers asked agreed that it isn't much fun watching European programs without sound. One sailor related that while a ship he sailed on was in a German port, reception was completely impossible. The company paid for a converter to be installed in the ship's TV set. It did no good, however, and reception was still impossible. Some ports, of course, have no TV stations.

Watching foreign programs in the few places where reception is possible is interesting at first, but the novelty soon wears off, most Seafarers who had shared this experience agreed. Many of the programs are American productions, dubbed in the local language. Watching these familiar programs dubbed in strange languages is a funny experience at first, but the humor soon palls. In a very few places, where there are considerable number of English-speaking TV watchers, programs are broadcast with English subtitles. One Seafarer remembers watching Hopalong Cassidy while sailing up the Persian Gulf. It was dubbed in Arabic, but had English subtitles.

Sometimes reception on coastwise ships becomes difficult. One sea-going TV buff found that a rotating antenna improves reception considerably.

One statement that the Log heard over and over was that movies are far better entertainment for trans-oceanic ships.

The crews of vessels on foreign runs frequently chip in to rent films. Often, they acquire enough films to show a different one every day of the trip.

The Halcyon Panther (Halcyon) has a Bell and Howell projector, which is maintained and run by the Chief Electrician. He shows movies not once, but twice every day.

Brother A. Larsen told the Log that he was on a ship recently that showed a different movie every day of a 16-day trip.

Brother Farrand said he had just been paid off the San Francisco (Sea-Land), which also has a movie projector. He said that regular showing of films "really breaks up the monotony of a long voyage."

**Sea-Going Congresswoman Sullivan Given Memento by SIU Crewmen**

"Nothing has ever given me greater pleasure than the message read by Mr. Gonzalez this afternoon when he presented to me the beautiful gold disk with the stones of all the months of the year and the engraving on the reverse side. Thank you all for this wonderful remembrance."

This was how Congresswoman Leonor K. Sullivan (D., Mo.) of St. Louis began a letter to the crew of the Del Norte (Delta).

It was her reaction to a ceremony earlier in the day of Dec. 14, when Ship's Delegate Peter Gonzalez had presented Mrs. Sullivan with a gold disk studded with small stones, on behalf of the entire crew. Ten days earlier, on Dec. 4, Congresswoman Sullivan had addressed the SIU crew at a ship's meeting, stressing the need for preserving and building up America's Merchant Marine fleet.

As he presented Mrs. Sullivan with the gold disk, Brother Gonzalez read the following statement:

"Dear Honorable Congresswoman Leonor K. Sullivan,

"You are indeed a very good friend to our Merchant Fleet. We have enjoyed your presence aboard and your fine talk to us. We, the SIU crew, will feel most honored by your acceptance of this small token as a souvenir of the time spent aboard the S.S. Del Norte. We truly wish that your days, months and years will out-sparkle with happiness the many small stones in the little gold disk. May the Almighty bless you with every indulgence in your good work for your people of Missouri and our Merchant Fleet. We all wish you a very Merry Christmas and a most Happy New Year.

"Thank you kindly, from the S.S. Del Norte Crew: Peter Gonzalez, Ship's Delegate and Engine Delegate; Leonard Baily, Deck Delegate; Harry B. Donnelly, Galley Delegate; Reuben Belletty, Topside Delegate; William Meeham, Waiters and Messmen Delegate; William P. Kaiser, Ship's Secretary."

Congresswoman Sullivan's letter of thanks to the crew continued:

"This has been an excellent voyage, made more pleasant by a very fine Captain, excellent officers and a helpful crew that all the passengers have appreciated. May God bless you all.

**Lifeboat Class No. 167 Graduates**



These Seafarers have spent ten days learning the ropes of lifeboatmanship under the tutelage of Instructor Arni Bjornsson, and have passed their Coast Guard examination leading to official endorsement as Lifeboatmen. In the front row (l-r) are: Walter Mosley, Rogelio Gonzales, Leroy Pendergast and Bob Wambold. Standing are (l-r): Hector Rosado, Jim McGrorty, George Papamanolis, Carl Lambert, Leonard Gersen and, on the extreme right, Arni Bjornsson.

'Merry Christmas and Happy New Year'



Making the best of not being able to spend the holidays in their home ports, these three Seafarers are having their own holiday celebration in Panama. They are (l-r): Chief Bosun Glegario, Chief Cook Angelo Reyes and Chief Steward Collins. Aboard the Amerigo (Crest Overseas), on its way to Viet Nam, the trio sent their picture to LOG with the message "Merry Christmas and a Happy New Year."

FINAL DEPARTURES

**Claude A. Brown, 61:** Brother Brown succumbed to liver disease. He died in his home in Baltimore. Sailing in the Engine Department as a Deck Engineer, F.W.T. and Oiler, he joined the union in 1949 in the port of New York. Originally from California, Brown made his home in Baltimore for the last 20 years. During WWII he was aboard a vessel that was torpedoed and sunk.



**Lucien Allaire, 59:** Brother Allaire died of heart disease in his home in New Orleans. Until February, 1966, he sailed in the Engine Department, as an F.W.T. His last ship was the Del Alba (Delta). Born in Montreal, Canada, he joined the union in 1948 in the port of Norfolk. A widower, he is survived by his brother, Adrien Allaire.



**Andrew J. Howard, 68:** Brother Howard, who had been retired on an SIU disability pension since 1962, died of heart failure after an illness of three days. He died in Georgiana Hospital, in his home town of Georgiana, Ala. Brother Howard, who joined the union in 1944 in the port of Mobile, sailed in the Engine Department as F.W.T. and Deck Engineer. He served in the Navy during World I. He is survived by his wife, Eva.



**Edward Jones, 70:** Brother Jones, a member of the Steward department, died on Aug. 16 in Liverpool, England, while visiting friends. Jones was born in England and joined the union in the port of New York. He was a resident of Union City, N. J.



**Arthur Lee Williams, 58:** Brother Williams died at his home in Galveston. He sailed as a deck hand since 1928, working for various shippers. For the last few years he sailed for the G & H Towing Co. He was proud of the fact that he could "master any ocean." He is survived by his wife, Naomi Rose.



**Robert Earl Tillette, 62:** Brother Tillette succumbed to chronic bronchitis, an illness that he suffered from for the last few years. Born in North Carolina, he made his home in Baltimore, with his wife, Clara. He joined the Union in that city. Tillette sailed in the deck department, ending his career as a mate.



Several crew members of the **Del Alba** (Delta), bound for Viet Nam, were so impressed by the Christmas dinner prepared for them by the Steward Dept. that they independently sent copies of the menu to the LOG. A vote of thanks was extended to Chief Steward **J. E. Higgins** and to the entire Steward Department "for the great Christmas dinner," at a meeting chaired by Brother **J. Howison**. As an appetizer, the officers and men of the Del Alba had a choice of shrimp cocktail or tomato juice cocktail. The salads included Waldorf salad potato salad, macaroni salad, lettuce and tomato salad and combination salad. Then came a choice of four soups, and a choice of many varieties of hot bread. Entrees included roast turkey with gravy, dressing and cranberry sauce; pineapple glazed ham with cherry sauce; roast prime rib of beef, au jus; brisket of beef with horseradish sauce; steamed knockwurst with German style sauerkraut; and baked salmon with lemon butter sauce. A wide choice of almost every conceivable vegetable, many with cheese sauce, went with the main course. Desserts included pumpkin pie, mince-meat pie, dutch apple pie, sherry-ried fruit cake, and ice cream. This was followed by Christmas candy and mixed nuts. "All extras," according to the menu, were donated either by the Master of the ship, **M. J. Reynolds**, or the Steward Department. The Ship's Delegate, Brother **Jim Howison**, attended a special safety meeting. He relayed a message to the crew to leave all signs and posters put up before arrival in the Viet Nam war zone intact until after leaving the war zone. This is for the good of all members, as the bills outline safety measures in case of enemy attack or other emergency.



Howison

Crewmembers of the **Los Angeles** (SeaLand) elected **Delmar Craig** to serve as Ship's Delegate, reports Meeting Secretary **Ralph H. Smith**. At a meeting chaired by **Frank Sullivan**, the men were urged to move away from the messhall tables after they are finished eating, so the messmen can clean up. The Seafarers were also asked by the Stewards to come in and eat early on movie night, so the messmen can break the tables down in time to see the movie. The Chief



Sullivan

From the Ships at Sea

Engineer will be appraised of the unsatisfactory hot water situation.

**M. R. Scott** will replace **H. Miranda** as Ship's Delegate of the **Floridian** (S.A.C.A.L.), reports Meeting Secretary **N. Sabin**. Miranda reported to the crew during a meeting held New Year's Day that the Ship's handler is now supplying a better grade fruit. A vote of thanks was given to the Steward Department for the excellent Thanksgiving, Christmas and New Year's dinners they provided. The crew also thanked the steward dept. "for a variety of balanced menus." The crew was asked to keep the noise down in the passageways. They were also asked to flush toilets after using.



Miranda

"Please, please," the crew of the **Citadel Victory** (Waterman) was exhorted at a recent meeting, "take care of our new ice cube maker, as it is for the use and pleasure of all hands." According to Meeting Secretary **J. Dolan**, the crew members were also requested to return cups and glasses to the pantry. **J. Boland** was elected new Ship's Delegate by acclamation.



Boland

Seafarers who enjoy smoking were happy when the captain of the **Western Clipper** (Western Agency) ordered a fresh supply of cigarettes in Subic Bay, according to a report from Meeting Secretary **M. Hulsebus**. **Fred Gentry**, meeting chairman stated that the ship's fund of \$33 was raided for \$20. The money was used for the purchase of a ship's iron. Gentry informs that an AB was promoted to bosun. Seafarers had to get their own keys for the focsle doors and will be reimbursed, Gentry reported to the Log.



Gentry

**S. A. DiMaggio**, meeting chairman on the **Trenton** (SeaLand), reports that the crew had a fine Christmas and the voyage has been a pleasant one with no beefs or disputed overtime. **Stephen Fulford** remained as ship's delegate when the newly elected delegate decided to leave the ship at the pay off. Fulford, who also served as meeting secretary, reported that a discussion was held pertaining to efforts to insure cooperation in keeping the ship clean and the noise level down. Logs and mail have been arriving regularly.



DiMaggio

SIU ARRIVALS

**Lilli Ann Militar**, born November 12, 1966, to the Dioscoro Militars, San Francisco, California.

**Gia Carol Smith**, born December 22, 1966, to the J. M. Smiths, Pasadena, Texas.

**Paul Edward Garland**, born October 30, 1966, to the Paul E. Garlands, John City, Tenn.

**Gilbert Lucas**, born October 11, 1966, to the Lois G. Lucas, Gretna, La.

**Wilfredo Molina**, born December 16, 1966, to the Rafael V. Molinas, Arecibo, Puerto Rico.

**Felicia Albin**, born November 7, 1966, to the Hugh L. Albins, New Orleans, La.

**Frederick Power**, born December 24, 1966, to the Joseph Powers, Philadelphia, Pa.

**Walter Robert Vickery**, born September 22, 1966, to the Walter Vickerys, Philadelphia, Pa.

**William Clegg**, born November 19, 1966, to the William J. Cleggs, Scranton, Pa.

**Michael Daniels**, born December 7, 1966, to the Edgar Daniels, New Orleans, La.

**Junanne Shultz**, born December 11, 1966, to the Louis R. Shultzes, Oregon, Ohio.

**Stacey Kay Violant**, born October 8, 1966, to the Joseph D. Violants, Toledo, Ohio.

**Marie Espada**, born November 23, 1966, to the Generoso Espadas, Jersey City, New Jersey.

**Joseph Lowrey**, born December 6, 1966, to the J. M. Lowreys, Tampa, Fla.

**Stephanie Bonfont**, born December 7, 1966, to the Jose D. Bonfontos, Bayamon, Puerto Rico.

**Rebecca Callahan**, born March 4, 1966, to the George E. Callahans, St. Louis, Mo.

PERSONALS

**Gerald Bayless**

Please contact Mrs. Donald Fancher, 33 High Street, Montrose, Pa., as soon as possible, concerning your mother's illness.

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

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# 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

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 Inland Boatmen's Union  
 United Industrial Workers

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**AMERICA SUN** (Marine Carrier), December 6—Chairman, M. Degollado; Secretary, J. Merrick. \$6.34 in ship's fund. Few hours disputed OT in deck and engine department. Brother E. Fielding resigned as ship's delegate and Brother M. Degollado was elected to serve in his place. Delivery of mail to ship is very poor.  
**JOPLIN VICTORY** (Marine Carriers), December 22—Chairman, Charley O'Brien. No beefs reported by department delegates. Motion was made that porthole fans be installed in every room on ship.

## DIGEST of SIU SHIP MEETINGS

**SAN FRANCISCO** (Sea-Land), December 19—Chairman, Richard Nelson; Secretary, Matthew F. Carroll. \$94.00 in movie fund. No beefs and no disputed OT reported by department delegates.  
**STEEL ADVOCATE** (Isthmian), December 23—Chairman, Robert D. Brown; Secretary, R. Bowman. Brother E. C. Johnson was elected to serve as new ship's delegate. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done for Christmas Day dinner. Good food all the way.

**STEEL SCIENTIST** (Isthmian), December 11—Chairman, Jack Nelson, Jr.; Secretary, Florencio S. Omega. Brother Early Punch was elected to serve as new ship's delegate. \$12.39 in ship's fund. No beefs and no disputed OT reported by department delegates.  
**ANDREW JACKSON** (Waterman), December 22—Chairman, E. Achse; Secretary, H. Ridgeway. \$12.25 in ship's fund. Few hours disputed OT in deck department. Patrolman to be informed about launch service in Cam Rahn Bay.  
**LONGVIEW VICTORY** (Victory Carriers), December 7—Chairman, D. Bartlett; Secretary, J. Spence. No beefs reported by department delegates. Rust, etc. in water tanks to be taken care of when ship is in drydock.  
**PLATE** (Bulk Transporters), December 23—Chairman, Pete Jomides; Secretary, Duke Gardner. Brother Gardner was elected to serve as ship's delegate. Ship left in very bad condition by previous crew. Ship needs new washing machine and various repairs to be made.  
**CONNECTICUT** (Oriental), December 19—Chairman, A. W. Morales; Secretary, A. W. Morales. Brother Frank P. Selurkees was elected to serve as ship's delegate to replace former brother who was hospitalized in Yokohama. General discussion held on various items.

**AMERICAN PRIDE** (American Seafarers), December 11—Chairman, B. G. Williams; Secretary, W. H. Weatherford. No major beefs. Captain wishes to give crew a vote of thanks for their performance of duties. Some disputed OT in steward department cleared up. Everything is running smoothly.  
**LOS ANGELES** (Sea-Land), December 4—Chairman, H. I. Fosson; Secretary, R. H. Smith. Motion made to see patrolman about rusty and salty water used to take a bath and wash clothes with.

## Report Cites High Industrial Growth In Areas With Navigable Waterways

**KNOXVILLE, Tenn.**—The economic importance which a navigable waterway system can have on an otherwise relatively backward area of low industrial development and high unemployment was noted in a recent Tennessee Valley report to President Johnson.

The report concentrates on the effect of the waterway on the economic growth of the seven-state Tennessee Valley region, in which a series of dams with locks has created a chain of lakes forming a channel navigable for commercial tows, extending into a region of the U.S. that was previously landlocked—including sections of Kentucky, Tennessee, Mississippi and Alabama.

In linking this region with the inland waterway system serving 20 states, the Tennessee Valley waterway has, directly or indirectly, created an estimated total of over 60,000 jobs and led to private industrial investment of about \$1.3 billion—all in an area where a declining farm work force has posed a crucial need for non-farm jobs.

The report notes that although waterborne freight traffic has grown immensely in the area since 1945, other forms of transportation have not been harmed and

have also shown a high growth rate.

The report concludes that the economic growth of this region, as a result of the waterway and other public projects, "illustrates how a public investment can help to release the energies and the capital of the people to help themselves to new levels of economic achievement."

The report also examines the role of water transportation in the entire nation's economic growth. It notes that counties adjoining the oceans, Great Lakes, and commercially navigable rivers and canals have over half the manufacturing employment and investment in the U.S. although they represent only 20 percent of the counties. Water-front counties, the report pointed out, also have higher levels of development and income than the national averages.

"In any regional development plan for stimulating private investment and building basic industry," the report recommends, "a channel for water transportation should be seriously considered if natural conditions permit."

## 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 Boysewear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves, Richman  
Brothers and Sewell Suits,  
Wing Shirts  
(Amalgamated Clothing Workers of America)
- R. J. Reynolds Tobacco Co.  
Camels, Winston, Tempo,  
Brandon, Cavalier and Salem  
cigarettes  
(Tobacco Workers International Union)
- Peavy Paper Mill Products  
(United Papermakers and Paperworkers Union)
- Comet Rice Mills Co. products  
(International Union of United  
Brewery, Flour, Cereal, Soft  
Drinks and Distillery Workers)
- Antonio Perelli Minetti & Sons  
Ambassador, Eleven Cellars  
Red Rooster, Greystone, Guasti,  
Calwa, F. L., Tribuno Vermont,  
Aristocrat, Victor Hugo, A. R.  
Morrow Wines and Brandies.  
(National Farm Workers Association)

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, N. Y.  
Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

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

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

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

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

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

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

## SIU SCHOLARSHIPS —APPLY NOW

Seafarers and the children of Seafarers who wish to compete for the five annual \$6,000 Seafarers scholarships must take the College Entrance Examination Board test scheduled for March 4, 1967, in order to be eligible for the judging of the five annual awards which will take place in May.

Immediate arrangements for taking the CEEB test can be made by writing the College Entrance Examination Board at Box 592, Princeton, N. J., or Box 1025, Berkeley, Calif.

In addition, information on competing for the 1967 awards and taking the CEEB test can be obtained at SIU headquarters or the nearest SIU port office.

As in previous years, the judging for the five annual awards will take place in late May. Winners are chosen by a group of leading university educators and administrators on the basis

of their high school records and the results of the CEEB examinations.

The competition for the five \$6,000 Seafarers scholarships, which may be used to attend any accredited college or university in the U. S. or its possessions, for the study in any field, is open to qualified Seafarers who have a minimum of three years seetime on SIU-contracted vessels, and to children whose fathers meet the seetime requirements. At least one award is reserved for a Seafarer.

The SIU scholarship plan has been operated on an annual basis for the past 14 years and 68 awards have been given since the program began in 1953. Of these, 24 have gone to Seafarers. Children of SIU members have received 44 of the college scholarships.

