



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

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In North Vietnam Trade*

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## ALL THIS HAPPENED

THE STORY OF AMERICAN LABOR

PART I of a Seafarers Log feature

# Dirksen Leads Senate Filibuster To Block Vote on 14b Repeal Bill

WASHINGTON—Anti-labor forces in the U. S. Senate succeeded last week in blocking a vote on the measure to repeal section 14b of the Taft-Hartley Act, which permits states to enact so-called 'right-to-work' laws.

Lacking sufficient votes to prevent the repeal of 14b, opponents of the repeal measure, led by Senator Dirksen, resorted to a filibuster to keep the bill from coming to a vote.

Supporters of repeal tried to close debate but fell short of the two-thirds majority required by Senate rules. The first vote on February 8 was 51-48 to close debate. A second vote two days later was 50-49 to limit debate.

AFL-CIO President George Meany said the cloture vote "conclusively proves that a majority of the Senate favors repeal of 14b and will so vote if permitted to do so."

Meany said "The AFL-CIO is, of course, deeply disappointed that the democratic process in the Senate has been thwarted by the shabby parliamentary tactics of Sen. Dirksen and a minority of senators. Our future plans will be discussed at the next AFL-CIO Executive Council meeting which will open on Feb. 21."

### Support for Repeal

The actual majority for repeal was known to be higher, since several senators traditionally opposed to cloture have said they would support the repeal bill—if it ever got to a vote. And one strong repeal supporter, Michigan's Pat McNamara (D) was in the hospital during the two votes.

Actually the Senate never even got to the stage of considering the House-passed repeal bill. As happened last fall, Senate Republican Leader Everett McKinley Dirksen mounted a filibuster against Mansfield's routine motion to make the repeal bill the business before the Senate.

Majority Leader Mike Mansfield made a final appeal to the

Senate "to face up to its responsibilities."

As part of the President's program, Mansfield said, the repeal bill "deserves the decent and respectful attention of Congress." It is "a matter of considerable importance to many millions of Americans."

The routine motion to take up the bill "should have carried without debate," Mansfield said. Instead it brought down "an attack, not only on a perfectly proper bill of the House of Representatives, but on the Senate committee which had the temerity to report it; on the whole of organized labor which had the effrontery to advocate it; and on the President who had the gall to recommend its passage . . . Out poured the resentments, the irritations, the vendettas, and the whatever against organized labor which were pent up over the decades."

Mansfield defended his decision not to order around-the-clock sessions in an effort to break the filibuster declaring that such tactics have been unsuccessful in the past.

When "reason and restraint" are lacking, Mansfield said, "the Senate invariably reaches an impasse of futility."

Dirksen defended his filibuster because, he claimed, the Senate majority has been intimidated by "pressure" and the minority represents the will of the people.

An angry Sen. Warren Magnuson (D-Wash.) retorted: "I cannot sit idly by and listen to the minority leader talk about the will of the people on this issue. Voters of my state also have expressed their will on this issue. The state of Washington has voted not once, but three times on this issue. . . ."

Senator John O. Pastore (D., R. I.) called on Dirksen to allow the Senate to consider the 14b issue on its merits "and let there be a clear-cut decision." The filibuster, he said, denied the American people the right to have the legislation even discussed on the merits of the case.

## Shepard Attends London Talks On Ship Safety

The Intergovernmental Maritime Consultative Organization's safety committee agreed at its meeting in London recently to consider more stringent fire prevention standards to prevent recurrences of the tragedy which resulted in the sinking of the runaway-flag Yarmouth Castle. SIU Vice-President Earl (Bull) Shepard participated in the sessions as the labor representative from the United States.

Shepard reported that the full range of life-saving equipment and facilities were discussed at the sessions. Interest in the raising of international safety standards was heightened by the flash fire which swept the runaway-flag cruise ship Yarmouth Castle last November and went down in the Atlantic with a loss of 90 lives.

Shepard pointed out that international action is essential to close the loopholes which permit runaway-flag ships to operate below the minimum standards required under U.S. registry.

Commenting on the role of maritime labor in the IMCO deliberations, he said that U.S. seamen must be represented at this level because "the subjects under discussion are of considerable concern to them, as well as seamen generally throughout the world."

## SEAFARERS LOG

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### At Domei Convention in Tokyo



SIUNA President Paul Hall as he addressed Japanese Confederation of Labor Convention recently. With him is Mauri K. Kobayashi of the University of Tokyo who served as interpreter.



Hall confers with Koichi Kihata, Director of International Affairs of the Japanese Confederation of Labor, during convention session.

## Report of International President



by Paul Hall

The filibuster by which anti-labor forces prevented a vote on the issue of section 14b of the Taft-Hartley law was a setback for workers in the right-to-work states who are among the nation's lowest, least protected and most abused members of the nation's work force.

As a result of their use of the filibuster as a parliamentary device, a minority group in the Senate prevented the issue from being voted on. It is apparent that a majority of the Senate favored and would have voted to repeal 14b—which gives states the right to ban union shops.

The anti-union forces thus were able to impose the will of a minority over the majority. Knowing that they lacked sufficient votes to turn back the 14b repeal measure if it came to a vote on the Senate floor, they resorted to the filibuster tactic. In order to halt this filibuster tactic, a simple majority is not enough. A two-thirds vote of the Senate is required to limit debate.

### Supporters of Repeal in Majority

When the supporters of the move to repeal section 14b sought to close debate, the vote was 51-48 in favor. However under the two-thirds rule this was not enough.

As a result the attempt to repeal section 14b has been dropped.

It is unfortunate from the standpoint of the democratic process, that the issue itself was never allowed to come up for a vote. It is quite obvious, that if it had, 14b would have been repealed. This then was a defeat for the democratic process because, to repeat, it enabled a minority to employ a parliamentary tactic to block the sentiment of the majority.

The result is that the workers in the so-called right-to-work states lost an opportunity to improve their wages and working conditions and to attain job security.

The failure to repeal section 14b plays right into the hands of greedy cut-rate employers in right-to-work states, who can now continue to exploit their employees.

The 19 right-to-work states are notorious for their almost uniformly low wage level and lack of benefits and protection that are enjoyed by workers in the non right-to-work states.

The American labor movement must and will continue to fight for the elimination of this and other forms of workers repression. This is the function of organized labor none of whose advances came easily.

### Dignity is Right of All

The struggle to wipe out the inequities such as those created by the right-to-work laws will not cease. Decent wages, decent conditions, job security and dignity on the job should be the right of all workers in whatever state they may work.

As the record shows, they cannot have it under the so-called phony right-to-work laws which are clearly an instrument to protect greedy, union evading employers.

It is rather ironic, that at the present time when there is so much talk and emphasis on the need to launch a strong attack on the conditions which create and foster poverty in many areas of our society, one of the key contributing factors—section 14b of the Taft-Hartley Act remains on the books to thwart the national objective.

### Maritime Administrator Johnson At SIU Engineers License Training Class



Johnson and aides are briefed on SIU ship activity by SIU Rep. John Yarmola. From left to right, Art Friedberg, assistant to Administrator for Manpower; Ivan Scott, special assistant; Yarmola, and Capt. Tom King of Marad.



Maritime Administrator Nicholas Johnson talks to SIU men studying for engineers license in Brooklyn. At right is SIU Vice President Earl Shepard.

# URGE BAN ON SHIPS TO NORTH VIET

## Text Of Joint Union Wire

The following is the text of the telegram sent jointly by the ILA, NMU and SIU to President Johnson, Secretary of State Dean Rusk, Commerce Secretary John Connor and Labor Secretary Willard Wirtz in regard to the blacklist of ships trading with North Viet Nam.

Continuing trade with North Viet-Nam by the ships of supposedly friendly nations has been a matter of grave concern to the membership of our unions.

The recent decision to bar ships which engage in such trade from participating in U. S. foreign aid programs is a slap on the wrist which will in no way deter foreign ship owners or their governments and will not curtail the assistance which the North Vietnamese receive from them. We believe the time for pussyfooting is long past.

Our boys are fighting and dying along with the loyal South Vietnamese forces and those of our other allies. Trade with North Viet Nam puts blood money in the pockets of ship owners and other profiteers in so-called allied nations. We express the sentiments of the seamen and longshoremen who comprise our unions and the other maritime unions when we say that such aid to the nations which are engaged in aggression against the South Vietnamese people and against U. S. and allied troops must be met by firm, direct and uncompromising action by our country.

In any case, American seamen and longshoremen are determined to take action to discourage the flow of supplies which strengthen North Vietnam and their puppets the Viet Cong in their aggression. We must inform you, therefore, very soon our members will begin to demonstrate their protests on all waterfronts in this country directed against any and all ships of those nations which permit trade with North Vietnam.

Thomas W. Gleason, ILA  
Joseph Curran, NMU  
Paul Hall, SIU

## ILA, NMU and SIU to Stage Protests Against Ships In Trade With Enemy

Three AFL-CIO maritime unions have charged that the U. S. State Department's recently-announced blacklist of ships trading with North Viet Nam will not deter shipowners or their governments from supplying the North Vietnamese regime.

In a joint position, the International Longshoremen's Association, the National Maritime Union and the Seafarers International Union of North America, said that the time for "pussyfooting is long past" and that they would soon begin "protest demonstrations" in all U. S. ports against vessels of those nations which permit trade with North Viet Nam.

The joint union position was set forth in a telegram to President Lyndon B. Johnson on February 14. Identical wires were also sent to Commerce Secretary John Connor, Labor Secretary Willard Wirtz and Secretary of State Dean Rusk.

### Limited Blacklist

Under the terms of the State Department blacklist announced earlier this week, non-communist and Polish ships that carry material to North Viet Nam are prohibited from picking up American foreign aid cargoes in United States ports. Polish ships are included because Poland receives U. S. foreign aid.

The Viet Nam blacklist will be a roster of ships observed by U. S. spotters on their way to North Viet Nam ports. As of February 14, the list of vessels barred from

picking up U. S. foreign aid cargoes consisted of the following five: the British freighters Shien-foo, Shirley Christine and Wakasa Day; the Cypriot vessel Amon and the Greek ship Agenor.

The unions maintained in their statement that "continuing trade with North Viet Nam by the ships of supposedly friendly nations has been a matter of grave concern to the membership of our unions."

"Our boys are fighting and dying along with the loyal South Vietnamese forces and those of our other allies," the unions said.

### 'Blood Money'

"The trade with North Viet Nam puts blood money in the pockets of ship owners and other profiteers in so-called allied nations. We express the sentiments of the seamen and longshoremen who comprise our unions and the other maritime unions when we say that such aid to the nations . . . engaged in aggression against the South Vietnamese people and allied troops must be met by firm and uncompromising action by our country."

The joint union statement said that American seamen and longshoremen are set on action to discourage the shipment of supplies

to North Viet Nam and its puppets, the Viet Cong.

The SIU and other AFL-CIO maritime unions have consistently condemned the State Department for its refusal to effectively ban from U. S. ports those ships engaged in commerce with Cuba and North Viet Nam.

### SIU Call for Action

At the SIUNA's twelfth biennial convention last May, delegates adopted a resolution calling for passage of federal legislation which would prohibit the carriage of U. S. commerce by foreign-flag ships which had traded with North Viet Nam. Similar action has been urged by the AFL-CIO Maritime Trades Department.

Last December, the convention of the AFL-CIO called upon the State Department to re-evaluate its position and support legislation to bar from U. S. commerce foreign-flag vessels which have been trading with North Viet Nam.

The unions' position makes it clear that the only effective blacklist is one that bans all ships of any nation which permits any vessel flying its flag to trade with North Viet Nam.

## Bernstein Named New Head of Department

# SIU Welfare Service To Make Study Of Public Health Hospital Facilities

NEW YORK—Al Bernstein, an SIU representative for many years, has been appointed as Director of the Seafarers Welfare Services and Social Security Department.

Bernstein announced that the Department will launch a study of United States Public Health Service facilities on the East, West and Gulf Coasts and the Great Lakes area. The purpose of the study will be to review the services already available to Seafarers in the USPHS facilities with a view to improvement.

In addition, the Welfare Services director said efforts will be made to further expedite the payment of welfare claims to Seafarers and their families and to assist individual members with their welfare problems.

Field representatives will cover the USPHS facilities on East, West and Gulf Coasts and Great Lakes to study existing in-patient and out-patient services. In addition, they will review possible methods for improving and expanding services for active and pensioned Seafarers, and their dependents.

The newly-appointed director pointed out that the Department will continue to make the maximum effort to assure the proper medical care for Seafarers and their families.

Among the typical medical serv-

ices covered by the Seafarers Welfare Plan are hospital expenses, including room, board and extras, blood transfusions, surgical benefits, maternity expenses, as well as

optical benefits and disability benefits. The Seafarers Welfare Plan also provides for the payment of death benefits to the beneficiaries of deceased Seafarers.



Seafarers Welfare Services are discussed by (left to right) SIU President Paul Hall, newly-appointed Welfare Services Director Al Bernstein and Dr. Joseph Logue, Director of Seafarers Medical Department.

## Seafarers Welfare Benefits Exceed \$65 Million Mark

NEW YORK—SIU members and their dependents have collected a total of over \$65.2 million in welfare and vacation benefits since the inception of the Seafarers Welfare and Vacation Plans. The \$65.2 million total was reached at the end of December 1965.

Since 1950, when the Welfare Plan was organized, over \$26.9 million has been paid out in hospital, death, disability, maternity, dependent, optical and out-patient benefits.

The SIU Vacation Plan, which went into operation in February, 1952 has provided Seafarers with more than \$38.3 million in benefits in the past 15 years.

Since the Union Welfare Plan was organized, a total of \$4.8 million has been paid out to SIU members and their dependents to cover hospital expenses and 1.3 million in maternity benefits.

At the end of 1965, the welfare plan had also paid out over \$2.1 million in out-patient benefits and \$5.4 million in disability benefits.

In addition, over \$6 million in dependents benefits had been paid out at the end of 1965.

The SIU Welfare Plan also provides for the payment of death benefits to the survivors of departed Seafarers. Since the incep-

tion of the welfare plan, survivors of departed Seafarers have collected over \$6.7 million in death benefits.

Among the typical medical services covered by the Welfare Plan are hospital expenses, including room, board and extras, blood transfusions, surgical and maternity benefits.

The \$65,233,615.25 sum paid out in benefits under the Welfare and Vacation Plans since 1950 does not represent the total assistance which Seafarers and their families received from these plans. The total value of Welfare benefits is considerably higher since the cost of scholarship payments, meal books, training facilities and medical examinations for SIU members and their dependents have not been included in the \$65 million figure.

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

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

# SIU-UIW Wins First-Time Pact After Seven Day Chicago Strike

CHICAGO—Members of the SIUNA-affiliated Transportation Services and Allied Workers—United Industrial Workers Local 300 have won bargaining rights at the Metalmasters Company here recently after a successful seven-day strike that was called after management refused to recognize the union as bargaining agent for the workers.

Union members at the company returned to their jobs after the company agreed to sign a new contract with the union which called for substantial improvement in wages, working conditions and job security for employees at the plant.

The strike was ordered by a

unanimous vote of the Metalmasters membership after Local 300 President Gregory Grana brought a final recognition demand to the officials of the corporation. His demand for union representation and a new contract was turned down by the company with the statement that the employees of

the company would "never strike."

Grana brought news of the refusal to Local 300 members who had assembled in the company parking lot during their lunch break. The workers unanimously ordered that a strike begin immediately.

What started out as a routine lunch break ended seven days later in a signed contract that calls for paid holidays, a sound grievance procedure and the establishment of seniority rights.

Under the terms of the new Local 300 contract, Metalmasters employees will receive annual paid vacations and the company has also agreed to supply work gloves to the employees. Prior to the strike, work gloves were an issue because Metalmasters employees had to spend some \$30 each year for hand protection.

The company manufactures zinc castings for the automotive and electronic industry.



TSAW-United Industrial Workers members man picket line outside Metalmasters, Inc., in Chicago, led by UIW Local 300 president Gregory Grana and union rep. Charlie Moses. Strike lasted seven days and resulted in first union contract for the plant's 60 employees.

## LORAN—FOR PINPOINT WORLDWIDE NAVIGATION

The loran system, by which a ship or aircraft can determine its position anywhere in the world with an error of no more than 500 feet is based around a clock so accurate it will vary by only one second in 3,171 years.

Loran, which stands for "long range aid to navigation," has its main station in a one-story building on a hilltop in Bermuda which, in conjunction with other stations around the world and

receiver-indicator receives the pulses from two or more stations and displays them, permitting the navigator to measure the difference in time of receipt. A special chart which accompanies the receiver-indicator then gives the navigator his exact position.

Although the main loran station in Bermuda is an expensive complex of electronic machinery, the only device needed at sea to get a fix is the receiver-indicator, which only costs about \$500.

The loran system is now used by ships and aircraft of all nations and has been credited with doing more for safety at sea and in the air than any discovery since celestial navigation. Before loran, it took the best navigator 45 minutes to plot his position by shooting the stars, and in heavy weather anybody's guess was about as good as anyone else's.



shipborne or airborne receivers, allows a navigator to fix his exact position within three minutes, in any weather, without resorting to celestial navigation.

Loran works by converting distance to time and measuring the time difference electronically. The yardstick involved is an electronic impulse and the time it takes that impulse to reach any point on earth from its point of transmission.

### How It Works

Two or more loran transmitting stations constitute a loran system. It works like this:

The fixed short stations transmit short impulses of radio energy. Aboard ship the loran

### LOG's New Look

The Seafarers Log has changed its printing process. This is the second issue since the change, which was made with the view of improving the appearance and readability of the paper.

We invite the comments of all readers. Let us hear from you.

## The Atlantic Coast



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

I recently returned from London after attending the 12th session of the Maritime Safety Committee of the Intergovernmental Maritime Consultative Organization. I was honored to be a representative of the U.S. organized labor movement at the convention.

The purpose of the meeting was to examine existing international safety codes concerning shipping and to suggest any changes that might be important.

### New York

Among oldtimers seen around the hall here recently are John



McDermott

McDermott who just returned from a trip around the world aboard the Steel Apprentice including two stops at Vietnam. After taking time out for a short vacation, he is anxious to ship out again. Also watching the board here is Newton Pain, whose last ship was the Bienville and who came up from Houston to ship out of New York.

### Baltimore

The SIU-United Industrial Workers Union has signed up employees of Web Tex Company here and added them to the growing SIU-UIW family. A new contract calling for improved wages and working conditions went into effect early this month.

Shipping has been slow here during the last period, but promises to pick up again soon. In recent weeks we paid off five ships, signed on one and serviced nine in transit. The Alamar and Portmar are laid up here with the Alamar expected to crew up soon.

Pete Mistretta, who last sailed as AB aboard the Fairisle on a trip to Vietnam, is keeping his eye on the board here for a long trip.

Off the Steel Advocate, on which he sailed as messman, is Zen Osman who is now looking for a ship to the Far East or Hawaii. James Temple, on the other hand, says he will take a chief stewards slot and doesn't

care what ship it's on or where it's going. Just off the Longlines, Willie Albert wants a third cook's job on a long trip to the Far East or India.

### Norfolk

SIU-UIW contracts with Columbia Yacht Corp. and Columbian Rope have been ratified and signed recently. SIU-IBU contracts with Lynch Towing Line and GATCO, Wilmington have been renewed and the contract with C. G. Willis, Inc., is presently being written.

Shipping has been good for the past period in Norfolk, and should remain good for the coming period. We registered two payoffs, one sign-on and serviced five ships in transit in recent weeks.

William Donald, who last sailed aboard the Express Virginia as



Donald

bosun on a trip to Vietnam is taking a short vacation before shipping again. After being laid up for a spell Henry Horton has his ffd again and intends to ship right away. His last trip was as oiler aboard the Keva Ideal. McDonald Slade, who sails as fwt, is mighty proud of his new lifeboat ticket after completing the course at the SIU Lifeboat School. Charles Majette has his ffd again and is ready to ship. He was taken sick aboard the Achilles on which he sailed as bosun.

### Philadelphia

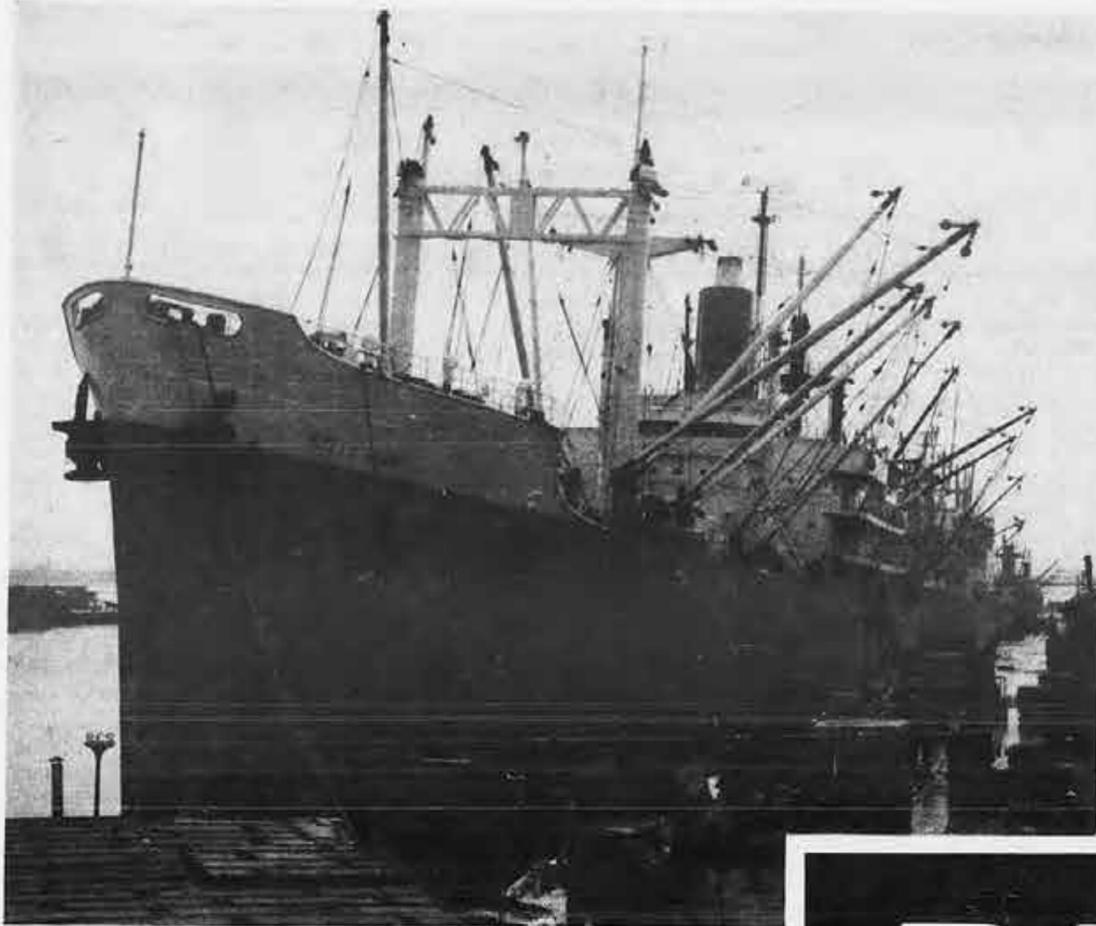
Shipping has held pretty steady here during the last period and should remain so. In the last couple of weeks we paid off six ships,

(Continued on page 6)

## Future Of U.S. Maritime Discussed



House Merchant Marine and Fisheries Committee Chairman Edward A. Garmatz declared he is "unalterably opposed" to any plan which calls for overseas construction of ships destined for subsidized operations under the U.S. flag, at a recent meeting with representatives of maritime and shipbuilding labor. Above, Garmatz (seated) talks with (l-r) AFL-CIO Maritime Trades Department Sec. Treas. Peter McGavin; Harold J. Buoy of the Boilermakers; Edwin M. Hood of the Shipbuilders Council; and Page Groton of the Iron Shipbuilders International Marine Council.



Fireman Eusibio Andaya (left) and engine department delegate S. W. Lewis enjoying lunchtime aboard the **Steel King** while waiting for the ship to pay off at Port Newark, N. J.



Wiper Thomas Vain (left) and oiler Johnnie Green, had their picture taken in the engine room.



Waiting for payoff, deckman George Jones chose some good reading matter from the ship's SIU library.



Left to right, Bill Isbell, AB; Tom Karatzas, carpenter; C. J. Brauner, AB, ship's delegate; and P. J. Douzat, deck maintenance, were working on deck when the LOG photographer came aboard.

# PAYOFF

# STEEL KING



With lunchtime approaching, pantryman Robert Mateo was whipping up some tasty salads for the crew.



Seafarer Robert Lipscomb (standing), cook & baker, signed on the dotted line for his pay.



Seafarers Tom Karatzas, Bill Isbell and C. J. Brauner all lent a hand with the mooring lines.



Paymaster counts out the long green as second electrician Luis Campos signs for his pay.



Deckman Frank Cornier was on hand in the paint locker to stow away supplies for ship maintenance.



Galley department members (l-r) G. Grajales, third cook; E. Kitchen, galleyman; and Robert Lipscomb were all on hand when the main noon-time course, broiled salmon steaks, came out of the oven.



Seafarer S. W. Lewis leans over to sign for his pay while crewmate P. J. Douzat (far right) and Isthmian representative (seated) look on.



Crewmember W. W. Quin (left), said hello to SIU rep. Bob Matthews, who was aboard for the payoff and to settle any problems that might arise.

**Lifeboat Class No. 144 Graduates**



SIU Lifeboat Class No. 144 assembled for graduation picture after successfully completing lifeboat training course at the Harry Lundeborg School of Seamanship. Latest group of lifeboat ticketholders are (l-r, bottom row): Wayne Carpenter, Constantinos Benzilos, Aristides Karras and Kenneth P. Sudds. Back row: Leif T. Nielsen, Allan Aragon, John Rusk, Allan Mattson and instructor Arni Bjornsson.

**THE INQUIRING SEAFARER**

**Question: How do you spend your off duty hours aboard ship when you're on a long trip?**

**Antoine Johnson:** I spend most of my time reading. I like international news a great deal and get most of it from weekly news magazines. In the way of books, I prefer science fiction but also do a great deal of reading in the classics. I also find the radio quite enjoyable especially when you can get some real good music on it. I find that I can get the best reception on my radio when I am in the Pacific. If I am on a ship that has a TV I usually don't watch it because most of the programs are bad.

**Carl Lineberry:** Reading westerns, science fiction and any book that has something to do with the sea are the things I like to do with my time between duty hours. I like listening to the radio when I can get good reception, this usually means at night. The last trip I had was to Puerto Rico and I found that I could pick up most of the good American stations at night. For this reason I usually like to ship to Puerto Rico or along the coast. I like TV a great deal but don't get much of a chance to watch it on the trips I have been on.

**Joseph Ferenc:** My favorite off-duty pastime is for more duty. I really like to pull that overtime. My major reasons for this is that it keeps me busy and it means more money. When I read I like a real good detective story. On TV I like the question and answer programs and when I get the opportunity I really like to watch the

wrestling shows. When I retire I am really looking forward to the time when I can see all the wrestling I want to.

**E. P. Rosenquist:** Mostly reading. Classics, detectives and sea stories are my favorites. I also draw a great deal of satisfaction out of working with fancy sea knots. I learned this art many years ago and found it to be a most rewarding way to pass the time of day.

Keeping up with the news takes a lot of time and it is something I feel everyone should do. I get most of my information from the radio and TV and am thankful that these two things exist. I really like to get on a ship that stays in a place where we can get good reception.

**Jona Gertler:** Reading, reading and more reading. I have gone through more books since I have gone to sea that I can't even count the numbers. Good novels and classics usually make up most of my reading diet but I do like a hardy dose of U. S. magazines to find out what the latest news is.

**Konstantinos Benzilos:** One of my favorite pastimes on ship is to just plain rest. I find that the best thing to do between watches is to sleep. Of course the next best thing is rolling up that good overtime. Money is always something that I can use. Reading U. S. magazines has always been a favorite because it helps in improving my English. Radio and TV are quite good to because they afford me the opportunity to hear English pronounced the right way.

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

January 29 to February 11, 1966

**DECK DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	1	1	2	0	10	3
New York	54	17	66	22	12	193	55
Philadelphia	7	7	7	2	0	37	14
Baltimore	19	8	7	1	0	111	54
Norfolk	4	6	8	5	2	16	20
Jacksonville	1	5	1	0	0	12	12
Tampa	4	2	5	3	0	10	9
Mobile	11	12	3	2	0	70	29
New Orleans	40	17	48	10	1	171	121
Houston	42	20	36	19	2	57	153
Wilmington	8	6	6	5	3	14	16
San Francisco	26	17	17	14	21	48	18
Seattle	18	6	6	6	4	38	6
Totals	236	124	211	91	45	787	510

**ENGINE DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	2	2	1	1	10	2
New York	35	22	46	33	20	139	53
Philadelphia	9	5	7	0	0	31	19
Baltimore	10	15	5	7	3	52	49
Norfolk	6	4	11	3	1	16	20
Jacksonville	1	3	3	2	1	5	11
Tampa	6	3	2	4	2	7	4
Mobile	13	5	9	6	1	37	15
New Orleans	32	17	36	22	0	138	93
Houston	35	30	38	26	4	89	116
Wilmington	16	9	11	8	7	15	2
San Francisco	27	22	20	13	23	38	9
Seattle	21	4	11	8	11	23	4
Totals	216	141	201	132	74	600	397

**STEWARD DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	3	1	0	0	8	3
New York	42	10	64	17	7	133	22
Philadelphia	5	2	2	1	1	24	9
Baltimore	19	13	7	5	0	73	29
Norfolk	3	8	2	6	1	16	18
Jacksonville	3	3	0	2	4	4	8
Tampa	0	3	6	0	1	6	5
Mobile	8	6	5	6	0	50	21
New Orleans	40	26	45	27	0	152	112
Houston	21	10	21	13	8	39	61
Wilmington	6	1	5	1	6	12	0
San Francisco	29	12	23	5	32	21	8
Seattle	10	7	8	6	6	17	8
Totals	188	104	189	89	66	555	304

**Charge Gov't Laxity Toward Merchant Fleet**

**Michigan Legislators Urge Congress Enforce 1936 Merchant Marine Act**

Alarmed by the continuing deterioration of the American merchant fleet, the Legislature of the State of Michigan has gone on record with a formal resolution calling on Congress to enforce the provisions of the 1936 Merchant Marine Act, and to rigorously pursue every channel of such enforcement.

The Michigan legislators charge the Federal Government with laxity in enforcing the mandates of the 1936 Act and failure to give the American merchant marine the support and protection it needs.

The resolution begins by pointing out that the Merchant Marine Act of 1936 is still the law of the land, and notes that the Act calls for a strong U.S. merchant marine, adequate for national defense emergencies, for carrying all domestic waterborne commerce and a substantial part of waterborne export and import commerce.

It also notes that the Act mandates that the vessels be constructed in the United States, of the most modern and efficient designs, flying the U.S. flag and manned by U.S. citizens.

Enforcement of these mandates "has become so lax that today U.S. ships carry less than 9 percent of the total U.S. waterborne foreign commerce," the resolution continues, "because of failure by the Federal Government to support and protect the U.S. merchant marine, providing less support, less

protection than is the practice common to all other maritime nations."

The resolution further notes that the active U.S. merchant fleet now consists of only about 900 vessels—less than pre-World War II strength, and that shipbuilding capacity has dangerously dwindled in spite of the fact that our national responsibilities and the in-

ternational dangers we are facing are "gravely increasing."

By contrast, the resolution points out, the Soviet Union is increasing its maritime strength continually and may already surpass the U.S. with the "avowed purpose to dominate world maritime power by 1970—and meanwhile the United States allows its maritime force to diminish."

**THE ATLANTIC COAST**

Continued from page 4

signed on three and serviced six in transit.

**Jose Carames** is ready to take the first engine department job that comes along after getting his FFD again. **Guy Divialo** and **John Flanagan** both want pumpman jobs. Flanagan says if nothing turns up here he may head for the west coast. **Marcelino Santiago** is registered and waiting for bosun slot.

**Boston**

Shipping here has been on the slow bell this period but is expected to pick up during the next period. We have had two payoffs, one sign on and serviced one ship

in transit during the last period.

**Elton Hamaty** has taken a job on a small tanker running in the sound so he can be close to his home and family. His previous slot was AB aboard the **Miami**. **Leonardo Ruggiero** is looking for a coast-hugger after a long Persian Gulf run as oiler aboard the **Sea Pioneer**.

**Puerto Rico**

Sea Land of Puerto Rico has inaugurated a new \$1 million trailer tank service for shipping liquid cargo at controlled temperatures between the mainland and Puerto Rico.

# RIGHT WING GROUPS PLAN ALL-OUT VOTE DRIVE IN '66

WASHINGTON—Right-wing extremists will be "playing for keeps" in the 1966 congressional elections, the AFL-CIO Committee on Political Education warns.

A new COPE pamphlet reports that the John Birch Society and other radical right groups are raising multi-million dollar war chests to expand an already large-scale political and propaganda operation.

The society already has a staff of 250 paid workers and a network of 360 bookstores. It has an announced goal of recruiting 1,000 members in each of 325 congressional districts. And, COPE reports, "it will swing its sharpest hatchet in the 51 districts that switched in 1964 from conservative to liberal." The goal, COPE declares, is "to take over Congress or, at the very least, to destroy the present liberal majority."

Aiding their efforts will be the historical pattern that the party in control of the White House loses seats in off-year elections—and the pattern that the drop-off in voter turnout in non-presidential years is heaviest among workers and their families.

The Birchers aren't the only right-wing extremists mobilizing for the November election, the COPE pamphlet notes. Old and new ultra-right groups have been stepping up their propaganda. Before the 1964 political campaign, some 6,000 extremist programs were carried weekly on radio and television in more than 500 cities. Currently, says COPE, "more than 10,700 programs are broadcast each week in more than 1,000 communities."

Copies of the COPE pamphlet, "They're Playing for Keeps," are available free of charge. Request Publication No. 163C from AFL-CIO Committee on Political Education, 815 16th Street, N.W., Washington, D. C. 20006.

Congress passed its first major legislation of the new session—a permanent GI Bill of Rights including educational and housing benefits for all persons serving at least six months in the armed forces. Eligibility will date back to January 31, 1965, when the benefit program set up for Korean War veterans expired.

The House and Senate votes were unanimous, speeding the measure to the President. The House quickly agreed to the single Senate amendment. A similar bill, with somewhat bigger benefits, passed the Senate last year with strong support from labor and veterans' groups.

Although the Senate sidetracked its own bill in favor of the House version, the legislation was a major victory for Senator Ralph W. Yarborough (D-Tex.), longtime sponsor of a "Cold War GI Bill of Rights."

## LABOR ROUND-UP

The Hatter's Union still hasn't found a buyer for the plant they've owned for seven years according to President Alex Rose. Due to a seasonal lull in manufacturing operations between December 6 and February 1 they had intensified efforts to sell the Merrimac Hat Co. to private enterprise. The buyer of the Amesbury, Mass., plant would have to guarantee the workers' jobs and that the factory would remain in the industry. The union is the majority stockholder after saving the plant from liquidation seven years ago with a \$500,000 stock purchase. They retained the old management and have shown a profit every year.

California employers might have kept \$4.5 million in unpaid wages in 1965 except for the work of the Department of Industrial Relations' Division of Labor Law Enforcement. Employers are kept from knowingly, or unknowingly, cheating their workers by a state law covering those not protected by the federal minimum wage law. In 1965 wrongfully withheld wages were up over 11%, or one million dollars, over 1964. The annual report of Labor Commissioner Sigmund Arwitz revealed his office helped workers collect \$778,000 from employers who failed to make payments to employee benefit funds. The Division had more than 67,670 individual claims at its 22 offices. Fifty thousand were claims for unpaid wages.

By a unanimous vote the Baltimore City Council attacked the

filibustering against 14(b) and called for a Senate vote. Baltimore AFL-CIO central body President Dominic N. Fornaro reported that the 20 members present, of the 21 man council, bypassed the customary referral to committee to urge repeal of 14(b) of the Taft-Hartley Act.

Francis E. Dowd, Jr. has been named an assistant general NLRB counsel by General Counsel Arnold Ordman. Dowd will supervise board offices in Indianapolis, Milwaukee, Minneapolis, Albuquerque, N. M., and Winston-Salem, N. C.

Frank H. Cassell has been appointed director of the U. S. Employment Service by W. Willard Wirtz. Cassell has been director of personnel administration and manager of industrial relations for the Inland Steel Co. of Chicago. He follows Louis Levine who has become assistant manpower administrator.

Clarence T. Lundquist, Labor Department's Wage-Hour Administrator, has made the first determination of minimum wages based on an area's prevailing wages and benefits. Maricopa County, Ariz. was the locality for the first determination under the terms of the McNamara-O'Hara Service Contract Act. Lundquist directed service employees working on federal contracts over \$2,500 be paid from \$1.66 to \$3.50 an hour, receive one week's paid vacation after one year, and receive six paid holidays.

## "The Smoke-filled Room"



The enemies of the American labor movement, led by Senator Everett McKinley Dirksen, have won a temporary victory against progress by denying their fellow senators a chance to even vote on the measure calling for repeal of Section 14b of the Taft-Hartley Act. Had the Senate been allowed to vote, repeal of 14b would have been certain, since a majority of the senators favor repeal. The measure had already been passed by the House.

To prevent a vote on the issue, Dirksen again dragged out the long-discredited but undeniably effective stratagem of the filibuster—in which one or two senators endlessly spout reams and reams of nonsense. They talk and talk, and while they are talking the rest of the Senate can only sit and listen—or walk out in disgust. No business of any kind can be undertaken while a filibuster is in progress. In effect, the filibustering senators give their fellow legislators an ultimatum—"Either you let me have my way or I won't let you get on with any business of any kind, no matter how important, for the rest of the session."

The success of these tactics in preventing 14b repeal from coming to a vote represents a defeat for every worker in America, and a victory for every union-buster, sweatshopper and wage chiseler in the nation. 14b will remain on the books for a little while longer and those states which have anti-labor "right-to-work" laws as a result of 14b will continue to allow their workers to be abused by union-busting employers and denied the right to bargain collectively for decent wages and working conditions from a position of strength.

Organized labor will redouble its efforts in the months ahead to make good its vow that this piece of legislation will be stricken from the books. At the next meeting of the AFL-CIO Executive Council, scheduled for February 21, plans will be formulated for continuing the fight for repeal.

The issue of 14b is a matter of importance to

every American, even if he does not live in one of the states which have "right-to-work" laws. The continued existence of Section 14b, raises serious questions about American politics and state of democratic process in America. The continuance of Section 14b poses serious questions on the future of the President's war on poverty because 14b denies many workers the right to better their condition through the most effective means of all—collective bargaining.

The states which have jumped on the 14b bandwagon and have passed "right-to-work" laws are the states with the highest incidence of hard core poverty. They are the states where wages and working conditions are the poorest and where the lowest standards of living prevail. These are the conditions which Section 14b seeks to perpetuate. They are the very same conditions which most Americans consider a national disgrace and have vowed to eliminate.

Section 14b of the Taft-Hartley Act deserves to be repealed because it is a bad piece of legislation. It is not only anti-labor but also un-American in the concept. It denies traditional democratic process because it denies America's traditional concept of rule by the majority. It is a roadblock standing in the way of American social progress, which will fall under the pressure of public opinion and the relentless march of progress.

## Medicare Deadline

The deadline for filing for supplementary medicare benefits is March 31, 1966. In order for an individual to get coverage for doctor bills and other medical costs under social security, he must sign up by March 31. Those who do not sign up by this date cannot get coverage again until October 1967.

Everyone who is 65 or over whether he is working or not, should protect himself by signing up right away.

# THE STORY OF AMERICAN LABOR

PART 1 of a *Seafarers Log* feature



## ALL THIS HAPPENED

The indenture system was nothing more than a form of slavery—but for a specific time, usually about five years—after which the indentured person became a free man (or woman). Many poor workers and even entire families, without hope in Europe, indentured themselves in return for the passage to America which they could not otherwise afford. These were often skilled craftsmen—blacksmiths, carpenters, weavers, shoemakers, sliversmiths, etc.

The original indenture contract bound the worker to pay the ship's captain all of his wages for a five-year period as payment for his passage to the new world. What happened however, is that the ship captain, to get a quick turnover on his money, sold the worker, with the indenture, at public auction as soon as the ship docked. Mothers, fathers and children were often separated. The indentured were virtual slaves for the indenture period. They received no wages, could not marry without their owner's permission, were clad in cast-off rags and could be flogged at the owner's whim. Instead of finding freedom and opportunity in the new world, most of these immigrants found even harsher conditions than those they left.

By the early 1750's, however, thousands of these bondsmen had worked off their period of indenture, become free-men, and had gone into business for themselves. Being craftsmen, they usually opened small shops in towns and villages.

When the master craftsman got more orders than he could handle alone, he hired a journeyman. The journeyman was less skilled than the master and was willing to put in long hours for modest pay in order to learn from the master and improve his skill. When the journeyman felt he had developed his skill sufficiently, he set up a shop of his own as a master.

In addition to journeymen, many master craftsmen also employed several apprentices—usually young boys bound to the master for a period of years to learn the trade. They received no wages, but were fed, clothed and housed by the master—eventually becoming journeymen and then master craftsmen.

Various labor bodies existed within a trade, but they were mainly benevolent and fraternal associations—not labor unions in today's meanings. These associations of shoemakers, weavers, etc. looked out for fellow craftsmen in times of sickness or financial stress, paid doctor bills and made small loans to get fellow members back on their feet in time of need.

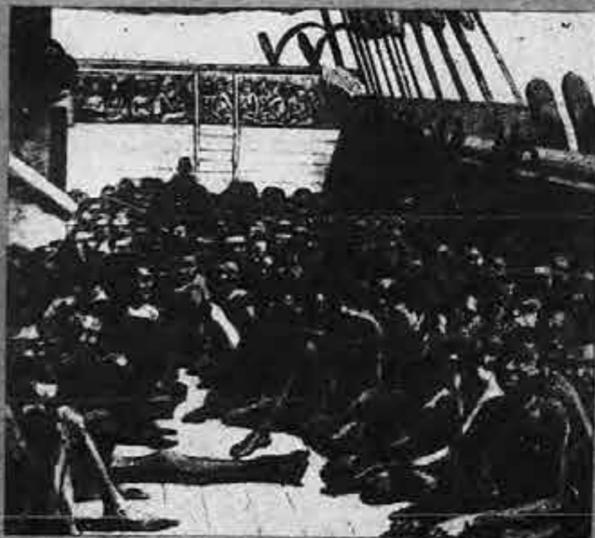
The Revolutionary War and the ratification of a Constitution in 1791 changed all that. As an independent nation, unfettered by colonial status and ties to British, America's great economic expansion began. Tariff walls between the states were broken down. Foreign capital and credit entered the new nation. The

The American trade union movement goes back to the very birth of our nation in the years immediately following the Revolutionary War. Low wages, long hours and poor working conditions were the basic reasons behind the earliest labor organizations. Workers in many states didn't have the right to vote, nor were their children able to get a decent education. From the very beginning organized workers had to fight anti-labor bosses in addition to courts, newspapers, and political organizations controlled largely by moneyed classes—as is often the case today. In addition to these disadvantages, early labor organizations, because they were laying the groundwork, had little or no experience on which to draw. They had to proceed mainly on a trial and error basis and made many mistakes in those early days. What they lacked in experience however, they more than made up for in enthusiasm. They learned quickly from their mistakes, and the strength and success of organized labor today can be credited, in large measure, to the devotion, determination and ability of those earliest trade unionists.

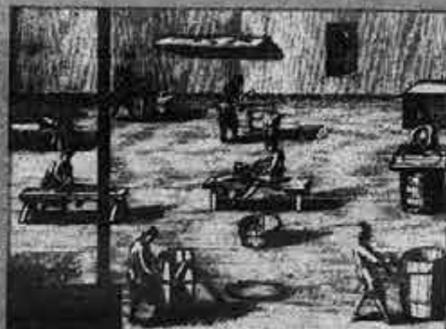
Prior to the War for Independence this country had no trade unions in the modern meaning of the term, and the early trade-union cannot be fully understood in today's terms. It must be remembered that we are dealing with a time when manufacturing of any kind was just beginning in America. Pittsburgh was just a frontier village and Cincinnati was the far west.

During the early colonial period, the American economy was based on farming—with wealthy landowners, who had been given huge grants of land in the colonies by the British crown, supervising the labor of indentured workers. To meet the demand for labor, the colonies depended on bound white labor and Negro slaves who constituted 80% of the immigrants to America before the Revolution.

Labor in Colonial America was divided into three kinds: The indentured servants, who were the most important source; free labor, who were hired for wages, and Seafaring labor which included sailors, fishermen and whalers.



To meet the growing demand for labor, the colonial America depended on Negro slaves, along with bound white labor. These groups constituted 80 per cent of the immigrants before the Revolution. During this period, the economy was based on farming.



In the early American barrel factory pictured here labor has been divided and specialized to point where machinery can soon take over.



In early days, the Blacksmith was the most important man in town. Almost everyone required his services.



# Wage-Hour Law Improvements Called for by Labor Sec. Wirtz

WASHINGTON—Past improvements in the wage-hour law have helped the economy and further "substantial" changes are now needed, Labor Secretary W. Willard Wirtz told Congress recently.

Wirtz said the Labor Department has carefully surveyed the impact of 1961-65 increases in the wage floor and expansion of coverage to determine whether there were any adverse effects—either in loss of jobs or price inflation, and had found that there were none.

By every measurement, employment went up in the industries affected, profits rose and prices remained relatively stable.

The chief effect, the Labor Department found, was to raise the earnings of more than 3.5 million workers by approximately \$1.2 billion a year.

As "a conservative estimate," Wirtz said, "this much additional consumer purchasing power results in the creation of 100,000 additional jobs in the economy to satisfy the enlarged demand for goods and services."

Department investigators carefully tracked down all reports of loss of jobs resulting from the 1961 amendments to the Fair Labor Standards Act. Here is what the department reported to Congress:

"Almost none have proved to be rooted in fact.

"A typical report received was of the closing down of the crab processing industry in North Carolina. Reportedly, 18 plants shut their doors on Sept. 3, 1965 because of the increased minimum wage, throwing 1,800 workers out of work. Investigation disclosed that 17 plants had actually closed; but that all except one of them had reopened within the month and the last one two weeks later."

### Insufficient Coverage

The weakness of the Fair Labor Standards Act, Wirtz said, is that it doesn't cover enough workers and sets a wage floor below the poverty level. His report showed:

- More than 17 million non-supervisory workers are still excluded from wage-hour coverage. This excluded group includes a high concentration of lower paid workers.

- Almost two-thirds of all white workers are covered by the law, but less than half of all non-white workers.

- Full-time workers at the minimum wage earn only \$2,600 a year, substantially under the \$3,000 poverty level.

Neither in his report nor in a news conference did Wirtz put a figure on the increase in the minimum wage sought or supported by the Administration. He did tell newsmen that the \$1.75-an-hour recommended last year by the House Labor Committee was too high to fit the anti-inflation "guidelines" the Administration has urged.

## The Pacific Coast

by Frank Drozak, West Coast Representative



Union membership hit a new high in the state of California according to a report just issued by Ernest B. Webb, director of industrial relationship.

"Continuing a steady four-year advance, enrollment in California labor unions reached a record high of 1,871,700 members in July 1965," the report said. The net gain over the previous year was 47,000 members, a 2.6 percent jump in membership.

In the five-county San Francisco-Oakland Metropolitan area, union membership totaled 465,800 in July 1965, 7,900 more than in the previous July. This was a rise of 1.7 for the year.

### San Francisco

Shipping continues to be very good in all departments and all ratings especially in the engine and steward departments ratings.

In transit were the *Steel Recorder*, *Eagle Voyager*, *Summit*, *Marymar*, *Elizabeth*, *Neva West* and the *Penn Challenger*.

Ships due in during the next shipping period include the *Transyork*, *Tranahudson*, *Coe Victory*, *Cour d'Alene*, *Montpeller Victory*, *Ames Victory*, *Fairisle*, and the *Oceanic Wave*.

Signing on were the *Express Virginia*, *Wild Ranger*, *Kyska*, *Santa Emelia* and *Express Buffalo*.

Payoffs during the last shipping period included the *Express Buffalo*, *Oceanic Spray*, *Express Virginia* and the *Kyska*.

On the beach here we have *J. W. Givens*, Cook and Steward

who is in the hospital. He has had bad luck in making the hospital lately, but is making a speedy recovery. We're sorry he couldn't make the trip on the *Express Virginia*. Seafarers B.

*Price*, Bosun, and *L. Price*, messman, two brothers who pulled in here from Norfolk and Houston, recently signed aboard the *Express Buffalo*. *G. Van Etten*, a member of the steward department also signed aboard the *Express Buffalo*.

### Wilmington

During the past two week period, we had the *Wild Ranger* payoff and the *Vantage Progress* signed on. Five ships were through in transit. Shipping was very good

for all ratings and the outlook for the coming period is also very good.

*Walker Ward*, electrician, just got back into this area after four months on the *Morning Light*. With shipping the way it is here he doesn't plan to stay on the beach very long.

*Al Allen* just came into town after 8-months on the *Express Buffalo*. He feels this was one of the most eventful voyages. On their first trip to the far east the ship was out nearly six months with 43 days seatime and 89 days on the hook in Subic Bay. It wasn't really so bad though, as launch service was very good. He plans a short stay with his wife and then a short trip before taking a real vacation this summer.

### Seattle

Shipping is still booming in Seattle and two laid up ships are expected to crew shortly, so members can have their pick of jobs.

Payoffs in Seattle included the *Pan Oceanic Faith*, *Linfield Victory*, *Young America* and the *Anchorage*.

In transit were the *Seamar* and the *Marymar*.

On the beach now waiting for AB slot is *Marshall (Whitey) Townsend*. Whitey was on the *Achilles* for four months and now wants a run to Alaska, so he can be home a little more often. Whitey is a member in good standing for 23 years.

*Robert Kongelbak*, Deck Maintenance, is now sweating the hall for the *Sharang* job. Bob has been a member for 12 years.

*Al Keenum* was an oiler on the *Tranorleans*. He took it easy for awhile and has just shipped to the *Linfield Victory* as an oiler. He has been in the union for 15 years and thinks the vacation benefit is the best in the industry.



Givens



Kongelbak



## The Great Lakes

by

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

According to the latest figures released as of December 31, 1965, there were 2,104 grain cargoes carried by vessels on the Great Lakes. American vessels moved a little better than 12 percent of these shipments. Canadian Lakers and foreign deep sea vessels carried the remaining 88 percent. Canadian vessels are carrying five times the amount compared to American ships. This is a staggering figure when one considers that the bulk of the grain is shipped from American ports.

We finally got a break in the weather after a month of sub-zero temperatures. This was the longest cold spell since 1912 and we hope the good weather is here to stay.

More than 50 members attended the February 7th membership meeting and this is a sure sign that fit-out is just around the corner.

All Ports report that the training and upgrading program is going along at a brisk pace with Duluth leading the way. According to the Duluth Port Agent, more than 200 men have taken the training course since January 1, 1966.

Some of the oldtimers now on the beach in Detroit are Alton "Digger" Boyd, Joe Arnold, Ralph Butts, Carl Green, Otto Nitz and Dino Gazi.

Shipping for the 1966 season looks like another record breaking year and we expect this trend to continue for sometime.

All members are once again reminded to take this opportunity and upgrade themselves as soon as possible.

Many good job opportunities will be in the offering at fit-out and the higher rate of pay is yours for the asking.

The Ninth Regional District of the United Coast Guard is holding its Annual Meeting in Cleveland on February 24th and this Union will have representatives there in attendance. One of the major issues will be the discussion of manning on retro-fit and fully automated vessels. Most Great Lakes ship owners are of the opinion that the installation of oil fired Engine Rooms constitute labor saving equipment.

This same equipment has been in operation aboard deep sea vessels for more than thirty years. Some of the Lakes vessels in question are more than 50 years old and when converted from coal to oil or diesel, the shipowner feels they have the right to cut crews and working rules. We intend to negotiate on all issues of manning according to the amount of work and safety conditions that require a vessel to operate with a normal complement. We do not intend to eliminate jobs and working rules just to give the shipowner a bigger profit and he in turn does nothing to help the sagging American Flag Fleets.

## Bill Hits Foreign Craft Exploiting U. S. Waters

WASHINGTON—Legislation requiring that all vessels or rigs taking part in the exploration or extraction of natural resources from United States territorial waters be built in American shipyards, has been introduced into the Senate by Senator Daniel B. Brewster (D-Md.).

In addition, the bill would require that offshore drilling rigs and other equipment be owned by American citizens and licensed under U.S. law.

Brewster points out that under existing law these rigs are not considered to be in trade requiring license and are therefore not required to be U.S.-built.

"The present loophole which could permit more than \$100,000,000 worth of shipyard work to be lost to foreign yards cannot be allowed to go unplugged," Brewster said.

In urging action, he noted that a number of contracts for rigs destined to operate in U.S. territorial waters have already been placed with overseas shipyards. "More will follow rapidly," he warned, "if foreign yards are allowed to consolidate their foothold." Brewster noted that a source of shipyard business of major importance could be permanently lost if action is not taken.

As an example, he pointed to a \$6 million rig built in the Netherlands which is scheduled for delivery this month. Had Brewster's proposed legislation been on the books, this work

would have gone to a U.S. shipyard.

In a separate statement on his proposal, Brewster notes that in 1789 the first Congress established that adjacent waters of the United States be restricted to ships built in this country, as one of the best possible means of promoting vitally needed U.S. shipbuilding and ship repair industry.

In 1956 and 1960, he said, "We closed gaps in our shipping laws which had permitted rebuilding abroad and importation of foreign midbodies. Today we must act again."

International conditions today make "it vital to our national interest that maritime legislation be directed toward the promotion of our domestic shipyards," he concluded.

### FOREIGN PAYOFF? LEAVE CLEAN SHIP

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of house-keeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

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

By Sidney Margolius

A major cause of family financial predicaments is unexpected big medical bills.

Such unanticipated medical and dental expenses often are the beginning of deeper difficulties when families resort to loan companies to consolidate medical bills without realizing the cost of this type of credit, reports Meredith Jones, home economist at the Cincinnati Family Service agency.

A large Tennessee credit bureau estimates that large doctor and hospital bills cause about one-third of family financial troubles, "especially where families have no insurance, or medical expenses are far above the insurance carried." In fact, an American Bar Association committee found that medical bills are those most often turned over to bill collectors.

If your family is typical, your medical expenses have been rising almost twice as fast as other living costs, not only because of higher hospital and doctor fees, but because families have been seeking more care.

Medical expenses cannot be reduced as easily as food or recreation or even housing costs. Certainly the trend to getting more care is desirable. Most of the really effective solutions to rising medical costs can only be accomplished on a community-wide basis, such as more efficient distribution of facilities to avoid duplication, and greater use of the comprehensive care provided by group health plans.

These plans, such as Community Health in Detroit, Kaiser in California, Health Insurance Plan of New York, Group Health of Washington, and Group Health of Puget Sound have their own medical centers and staffs. H.I.P. now is seeking to have its own hospitals, as Kaiser has. Some labor unions also have their own group care centers.

The SIU maintains its own clinic facilities and provides hospital and surgical benefits for Seafarers and their dependents.

These plans keep down costs, and also provide better than moderate-income families often get, because they are able to use teams of doctors, specialists and technicians, and modern diagnostic and laboratory equipment. Unfortunately, such plans are not yet available in all towns or even to all families. Many enroll only groups, such as employee groups.

Since the realistic prospect is that we must expect to spend still more for medical expenses, families need to prepare better financial defenses against medical expenses than many have.

Especially susceptible to the dangers of unexpected medical bills are young families with several children, families who have committed all surplus income to installment payments, and retired couples. The retirees, or at least those who have reached 65, will have the protection of Medicare beginning July 1, if they also sign up for the optional Plan B, which will pay for doctor bills.

For younger families, the only possible way to budget for unexpected hospital and medical expenses is through insurance. Many families, however, have only inadequate insurance, usually in an effort to keep down the expense. Sometimes it is because they fail to buy the most suitable kind for their needs, or are misled by false bargains, or don't understand the need. It is especially risky to buy insurance by mail from a company you don't know and that may not be licensed in your state. It is difficult for state insurance departments to regulate the companies that sell by mail.

The real need is for as comprehensive a policy as you can afford. A policy with a large "deductible" (that part of the expense you pay). For example, the first \$500 of an illness, will not protect against the tonsillectomies, broken arms, etc.

# SIU Members in Puerto Rico Give Face-Lift to Oldest U. S. Tug

The seagoing tug Mamie Coyle is undergoing hull repairs at the SIU Puerto Rico Division-contracted Wagner Shipyard at Isla Verde, P. R. Those who know her are not surprised by the fact that her hull needs some repairs, for the vessel is almost 100 years old and has been in continuing service all that time.

Launched at the Bath Iron Works in Maine in 1869, the Mamie Coyle is the oldest commercial vessel now operating under the American flag, and possibly the oldest working tugboat in the world.

The Mamie Coyle was hard at work towing heavy vessels and strings of barges when Buffalo Bill was supplying bison meat to feed the workers building the first transcontinental railroad, and already had rust spots on her black iron hull when Custer made his last stand at the Little Big Horn.

Lofty clipper ships with their acres of sail were still plying the world's trade routes when the Mamie Coyle began her life's work. Sail gave way to steam and then turbines and diesels, wood gave way to iron, steel, aluminum and fiberglass as the Mamie Coyle went unconcernedly about her business.

### Hand Riveted

Built of black iron plates, all riveted by hand with sledgehammers, the 80-foot-long, 80-ton tug has a grace about her unlike present-day tugboats. She is narrower and deeper than an ordinary tug, built rather like an old-fashioned deep-draft yankee fishing schooner, with long lines and a graceful overhanging stern.

Equipped with a slow-speed 200 horsepower Caterpillar diesel turning a big propeller she is somewhat underpowered by today's standards for seagoing tugs but is still able to pull her loads. With the repairs now being done on her the Mamie Coyle is expected to be able to continue her work for another 40 or 50 years—so well was she built.

In a working life of almost a hundred years she has had many owners—numerous tugboat and water transportation companies up and down the East Coast. Her present owner is the Land Au-

thority of Puerto Rico, which bought her and a special sugar-hauling barge for a dollar each from a Hawaii-based firm. After repairs she will haul sugar from Vieques to Humacao to help support the Vieques farmers.

Somewhere, in a tiny New England churchyard, is a weathered stone bearing the brief history of the original Mamie Coyle, forgotten now by her closest living ancestors. But her name lives on—and will for some time.



In drydock at the SIU Puerto Rico Division-contracted Wagner Shipyard at Isla Verde, P.R., the seagoing tug Mamie Coyle is undergoing hull repairs after almost 100 years of continuous service.

## The Gulf Coast



by Lindsey Williams, Vice-President, Gulf Area

Shipping in the Gulf area is slow at the present time. From all indications it will be picking up soon. Many ships previously making the run from New Orleans to North Europe have been chartered for the West Coast trade. Four C-2s of the Bloomfield Steamship Company have been chartered to the MSTs for a year.

**Fred Sullivan**, steward department, got off the *Neva West* and is waiting for another trip to North Europe. He calls the West "a good ship with a good crew." **Harold Rowbotham** is on the beach after shipping on the *M/V Pensacola*. The *Pensacola* towed the Penrod Oil Drilling rigs to Belle Chasse, Louisiana some 300 miles above New Orleans. **E. A. Johnson** is waiting for a group one deck department job going any place at any time. His last ship was the *Del Mundo*. **Frank Conforto's** last ship, the *Midland* has been laid up. He is waiting for a job on a Delta Line passenger ship to South America.

**Anthony Ducote** says his last ship was the *Del Oro* and he said that it was a good ship with a good crew. He's registered Group one, deck, and waiting for a carpenter maintenance job on any ship.

### Houston

**C. E. Zlateff**, one of the old-timers in the steward department, has registered in Houston. He is waiting for a foreign trip, preferably India. **C. C. Lial** says he's been on the beach long enough. He's eagerly awaiting something coastwise. **S. R. Meringer** is ready to go after a few weeks on the idle list. Brother Meringer sails deck department. He states that the welfare plan kept him "on his feet while in drydock."



Zlateff

### Mobile

Shipping has been slow in the port of Mobile.

**Robert L. Kelly** has been shipping out of Mobile since 1940. Last year Kelly was on the *Walter Rice* (Reynolds Metal Co.). He's registered group two deck department. **Louis Pugh** is about ready to ship out. A hernia forced him off the *Mayflower*. The 20-year union member lives in Mobile with his mother. He says "you can't beat coastwise tankers for money."

**Oscar Ferguson**, engine department is currently registered group two. His last trip was to India and Pakistan on the *Transeastern*. Another oldtimer, he's been shipping the Gulf area for 20 years. Ferguson and his wife make their home in Waveland, Miss. Oiler **Robert N. Kelley** of Jackson, Ala. is another 20-year "Gulf Coast regular." His last ship was the *Sea Train*.

**Cleveland R. Wolfe** is registered as group-one steward. He is off the *Mayflower* where he spent five months. Wolfe has been shipping the Gulf area over 10 years. He makes his home in Mobile. **Theodore T. Harris** is another group-one steward department member who calls Mobile home. Harris has been chief cook for the last seven months on the *Maiden Creek*.

**Kelley**

## Opening Ceremonies Of New Toledo MEBA Hall



Members of Toledo Maritime Trades Department Port Council played host recently to Congressman Thomas Lud Ashley (D-O.) who officiated at opening of new MEBA hall in Toledo. Pictured above at opening ceremonies are, (left to right): Ted Barton, UAW Local 12; Don Bensman of the Toledo SIU, Port Council Executive Sec.-Treas.; Fred Kunz, Grain Millers Local 58, Port Council President; Cleo Syph, ILA Local 1317-A, Council Business Agent; Congressman Ashley, Melvin H. Pelfrey, District 2 MEBA Vice-President; Charles Hendrix, Public Employees Council 46, Port Council Exec. Board member; Fred Whitman and John Kelly, Public Employees Council 46.

# Seafarer Drops Anchor in Hawaii, Plans Busy Life of Work and Play

After shipping through the port of Honolulu on many occasions during all seasons of the year, Seafarer Thomas Vain has decided that he will set up permanent residence in Hawaii and use his new home there as a base of operations.

Vain, who serves in the engine department and hails from Baltimore, first shipped out to Honolulu in 1959.

"Now that I have learned my way around the islands," said Vain, "I find it a nice place to live. I'll be staying with friends at first, people whom I've gotten to know very well during my numerous visits to Honolulu."

In fact, Vain has become so accustomed to life on the islands that he no longer considers himself a tourist. And he finds the people most interesting—including a certain girl he's been seeing for some time now.

"Hawaii is a land of many different nationalities," he explained, "and the best thing about this divergence among the peoples is that they get along so well together. They either like you or they don't and once they've made up their mind, there's no changing."

"But, on the other hand," Vain went on to say, "they are very much like Americans who live right here in the United States. They live, for the most part, in American-style homes and play American music at their parties."

Seafarer Vain spent the Christmas and New Year's holidays in Honolulu, before shipping back to this country on the Steel King to tend to some unfinished business. He observes also that Hawaiians spend their holiday celebrations in much the same way as people living within the continental limits of the United States.

"I could hardly tell the difference," he said, "things were so much the same. Each family had a Christmas tree, thought not quite so gaudily decorated, and friends and kinsmen exchanged presents the same way we do here. All in all, I would call it an excellent season."

"For one thing," he went on, "I was able to visit around from one house to another, meeting the different families and observing their way of life. The fact that I was presently living with native Hawaiians enabled me to meet people who weren't tourists. Christmas and New Years is a good time for dropping in on friends, just like it is here."

Brother Vain was also impressed with the weather in Hawaii, since he is enthusiastic about outdoor sports. He tells us that there is very small difference in temperature year round, and with the trade winds blowing all the time, there's no air pollution.



Thomas Vain

"Simply a good clean climate," he explained, "with plenty of beaches for water sports such as surfing, which I plan to take up between voyages on SIU ships. Then, too, I'm a golfer, and the islands abound in excellent golf courses under skies that are usually sunny. Of course, I can hardly afford the more expensive places where the tourists hang out, but then again I've long discovered that it doesn't take a stack of money to enjoy yourself once you've learned the ropes. Although a good bit of the goods sold in Hawaiian stores are imported, prices still run about the same as they do here with the exception of a few items. There is a good bit of farming on the islands and some scattered industry."

Seafarer Vain also noticed that the presence of so many diverse people has given rise to a wide variety of dishes, all of which he enjoys when he and his girl go out to eat. Japanese, Filipino, Chinese and native Hawaiian cooking are some of Vain's favorites.

"I'm beginning to like oriental dishes more and more," he said, "many of which very few people have ever heard of. Since the sea plays an important part in the life on the islands, fish is a main feature in their foods, sort of like mashed potatoes in our diet here. And I really don't have any particular favorite, I simply like them all. Since my girl was born and raised in Hawaii, she is able to recommend the different places with the unusual dishes."

In addition to his getting acclimated around the new state, Seafarer Vain has found time to wander around, looking at the usual sights in Hawaii. One of his favorite places is Wakiki Beach, and he has also visited the monuments at Pearl Harbor and Schofield Barracks, where World War II began with the Japanese air raid.

"It almost makes you feel you were there when the war began," he noted, "just walking around the harbor. Despite the passage of many years since the tragic events in December of 1941, grim reminders still remain."

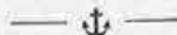
## Chow Time On The Robin Goodfellow



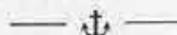
T. R. Deloach checks a pan of country style steaks aboard the ship, while hungry Seafarers wait to be served in the mess hall. Careful preparation of all dishes is one thing SIU steward's department members take pride in.

## SIU ARRIVALS

Karl A. Stewart, born September 9, 1965, to the Edward L. Stewarts, New Orleans, La.



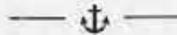
Elaine Werns, born November 24, 1965, to the Harold G. Werns, Oconomowoc, Wisc.



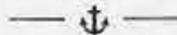
Robert Bowman, born September 15, 1965, to the Robert Bownans, Orange, Texas.



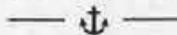
Wayne S. Swearingen, born November 13, 1965, to the Barney S. Swearingens, Jacksonville, Fla.



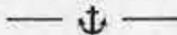
Richard Rasmus, born July 15, 1965, to the Roman R. Rasmus, Mantua, New Jersey.



Stephen Tannish, III, born October 22, 1965, to the Stephen Tannishs, Jr., Ashtabula, Ohio.



Hope Ann Callahan, born December 15, 1965, to the Charles Callahans, Collingdale, Pa.



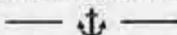
Lisa Linette Ballard, born November 7, 1965, to the James R. Ballards, Flat Rock, N.C.



Keith & Kenneth Bazil, born October 30, 1965, to the Leo Bazils, New Orleans, La.



Tammy Phillips, born September 15, 1965, to the Theodore S. Phillips, Bay City, Mich.



Ronda Lyn Dobson, born December 16, 1965, to the Ronald Dobsons, Frankfort, Mich.



Cheryl Lynn Nottage, born November 11, 1965, to the David Nottages, Toledo, Ohio.



Charles Robertson, born October 22, 1965, to the James Robertsons, Prichard, Ala.



Joseph Edward Piazza, born November 7, 1965, to the Joseph Piazas, Groves, Texas.



Stephanie Lee Williams, born November 10, 1965, to the Walter H. Williams, Gretna, La.

John Formich, born October 24, 1965, to the Fred Formichs, Milville, N.J.



Cynthia Ann Lopez, born November 14, 1965, to the Roberto Lopez, Metairie, La.



Shona Smith, born November 5, 1965, to the Robroy Smiths, Philadelphia, Pa.



Lola Ann Trail, born November 22, 1965, to the Junior B. Trails, Cleveland, Ohio.



Warren Scott Ellis, born October 5, 1965, to the Fines A. Ellis, Kreole, Miss.



Yzamar Velez, born June 23, 1965, to the Porfirio Velezs, Rio Piedras, P.R.



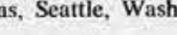
John Robert Smith, born November 14, 1965, to the Robert L. Smiths, Manistique, Mich.



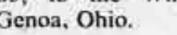
Dorothy Carey, born April 23, 1965, to the Thomas E. Careys, Brooklyn, New York.



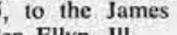
Katherine Skendelas, born September 18, 1965, to the Gus Skendelas, Seattle, Wash.



Randall M. Cone, born October 16, 1965, to the William M. Cones, Genoa, Ohio.



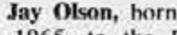
Deborah Mercer, born October 3, 1965, to the James F. Mercers, Glen Ellyn, Ill.



Sharon Denise Mallory, born October 22, 1965, to the Grady Mallorys, Mobile, Ala.



Peter Jay Olson, born November 18, 1965, to the Floyd D. Olsons, Duluth, Minn.



Sandra Joy Baxter, born October 30, 1965, to the Bradley A. Baxters, New Orleans, La.



# From the Ships at Sea

A new T.V. antenna greeted members of the Delta ship **Del Oro** when it sailed last month. The antenna was bought with the ship's fund and, according to meeting secretary **Ramon Irizarry**, will be installed as soon as possible. The ship is in good shape and all repairs were taken care of in the home port. A new Ship's Delegate, **Robert E. McNatt**, was elected to serve as ship's delegate by acclamation. Meeting Chairman, **Walter Dunn**, said that the steward department was doing a real good job and should be congratulated for preparing some real great food for the crew. This view was accepted with a vote of thanks by the crew.



McNatt

view was accepted with a vote of thanks by the crew.



**Joe Wallace**, meeting chairman aboard the **Mankato Victory**, reports that the water and heat conditions aboard the ship have been straightened out and that most of the quarters have been painted on the ship. It was also reported by **C. W. Crafford**, meeting secretary, that the ship had \$6.75 in the ship's fund. At the conclusion of the meeting one minute of silence was held for our SIU brothers who have given their life in their duties on the sea.



Crafford

meeting secretary, that the ship had \$6.75 in the ship's fund. At the conclusion of the meeting one minute of silence was held for our SIU brothers who have given their life in their duties on the sea.



**John Fedesovich**, meeting chairman aboard the **Del Oro**, reports that everything is O.K. and that they are going to have the T.V. repaired soon. Meeting Secretary **Ramon Irizarry** told the Brothers that there was a total of \$43.55 in the ship's fund. A vote of thanks was extended to the Steward's Department.



Fedesovich

A vote of thanks was extended to the Steward's Department.

On the **Transglobe**, **Stanley Pacewicz** was elected the new ship's delegate. His first order of business was to thank the entire steward department for the great food it has served during the entire trip. Meeting Chairman **W. Clegg** also writes that this is one of the best ships he has been on and that there are no beefs.



Clegg

that this is one of the best ships he has been on and that there are no beefs.

From the **Cities Service Norfolk** comes word that **John C. Hunt** has been elected as the new ship's delegate. Along with Brother **Hunt**, **John Lyons** was renamed to his post as meeting secretary. The steward department was given a big round of thanks by members of the crew for really doing a great job on the trip.



Hunt

for really doing a great job on the trip.

## PERSONALS

### Christos Tsambis

Please contact your attorney **Jose A. Miranda**, 160 Broadway, New York, N.Y.



### William Mitchell

Please contact **Abraham Weisberg** at 38 Park Row, New York, N.Y. Also the **Southmore Hospital and Clinic**, 906 E. Southmore, Pasadena, Texas.



### Nick Magash

Please get in touch with your wife immediately. She is staying with your mother.



### E. J. Gaylor

Your seabag is still on the **Fanwood**. Since the ship will not return until May please write to the ship in regards to your property.

### Mail Being Held

Mail for the following Seafarers is being held in the Port of Chi-

cago branch office: **Walter Anderson**, **Clarence Anthony**, **Gary Bach**, **Francis Baker**, **Roy Bainbridge**, **Richard Chapman**, **Kenneth Christensen**, **Chester Christensen**, **Lagene Davis**, **Donald Evenson**, **Robert Fromm**, **Bernard Grivas**, **Charles Hankal**, **Ross Hansen**, **Wayne Hardesty**, **Samuel Hargas**, **Joseph Kurpas**, **George LaCross**, **Riley Liford Jr.**, **Theodore Lonzo Jr.**, **Jack E. Nestor**, **Orville Patrick Jr.**, **Luther Phillips**, **Charles Purdy**, **Joe Spak**, **P. J. Stauffacher**, **Kent K. Stoor**, **Alton Wahlin**, **Worley E. Wilkonson**.

### Charles Rogers

Your son has just joined the Navy and is presently taking training at the **Great Lakes Training Station** in Illinois.

Please contact your mother as soon as possible.



### Joe Landry

Contact **Harry Darrah**, Compass Center, Seattle, Washington.

## Job Call In New York



In a crowd of fellow Seafarers, **Felix Marquez** (center) throws in his book for an electrician's slot. The job openings are placed on the **Rotary Shipping Board** and announced over the loud speaker system by Union dispatcher **Ted Babkowski**.



Seafarer **Billy McCaithy** (center), a member of the deck department, throws in his book after dispatcher **Ted Babkowski** announced job call. Shipping in the port of New York has been on the busy side. Brother **McCaithy** is looking forward to a good trip.

## Relaxing Over A Friendly Game of Pinochle



Seafarers **Arnold Torsella**, **Pete Gonzales** and **George Meltzer**, all members of the steward department, enjoy a hand or two of cards at the **Union Hall** in Brooklyn. The hall serves as a gathering place for Seafarers, in addition to its many other functions.

### Welfare Benefits Come in Handy

To the Editor:

We wish to express our heartfelt gratitude for the aid extended to us during our illness. Both of us underwent major surgery and we don't know what we would have done if had not been for the S&A benefits and the welfare plan of the SIU. There just isn't any way we can thank the union enough. We will always be grateful to the SIU for the aid extended to us and, because of this, it really makes me proud to be a member of this union.

Respectfully yours,  
**Charles Brack**

### Thanks Union For Hearing Aid

To the Editor:

I would like to voice my appreciation of the Union for the badly needed hearing aid which I received through the Seafarers Welfare Plan. This means that I will probably be able to ship out again.

Yours fraternally,  
**Frederick H. Houck**

## LETTERS To The Editor

### Xmas Bonus Appreciated

To the Editor:

My wife and I wish to thank the SIU for the Christmas check that was sent to me and also to let the union know that we appreciate all that it has done for us.

Sincerely,  
**B. Fleming**

### Aid Appreciated In Time of Need

To the Editor:

I would like to thank those Seafarers who were kind enough to send expressions of sympathy when my wife passed away, and for the aid that the union provided during my wife's illness.

Respectfully yours,  
**James W. (Jay Bird) Fleming**

## Hunting Tops List of Activities In Seafarer's Leisure Moments

Most Seafarers have their own individual way of spending their time on the beach. A few take up bowling, others prefer hiking or golf, and then there are those who'd simply rather sit at home with the family—in this weather, by a nice warm fire.

Seafarer Clyde H. Jernnigan is a hunter, even though he does not belong to a club, nor does he own his own pack of dogs. There are no formalities, so far as he's concerned. The only requirements are a gun, an early morning and a small patch of woods he might have spotted days, even years before, where he can park his auto before daybreak.



Jernnigan

"I like to get up early in the morning by myself and be there before anything is stirring around," he said. "If you start out then and you go by yourself, there's no way to blame anybody else if you happen to have bad luck. There are certain drawbacks," Jernnigan explained, "to getting in the woods before dawn. I happen to be a rifle hunter, and if you try to start firing too soon, it's pretty rough lining up your sights with so little light.

Brother Jernnigan applies this philosophy to all types of hunting from squirrel and rabbit to white-tail deer, which abound the Savannah, Georgia, swamp country where he was born. And although he has occasionally set out after deer, Jernnigan still prefers the challenge of the smaller game.

"Sure," he explains, "I'd rather shoot a buck than a rabbit, but at the moment I'm just eating the venison that my friends bring in. To go on a successful deer drive, a man must be a member of one of the hunt clubs that can afford to keep up dogs and lease the necessary land. Since I can't tell exactly when I'll be shipping out and when I'll be on the beach, it's hardly worth the money."

But Jernnigan has let the lack of membership in organized hunting clubs worry him very little when he gets the "urge" to bring home the venison. Like so many other real hunters like himself, he just finds out where the big deer drives are going to be held and stations himself on the adjoining land.

"The big bucks have to run somewhere," he said, "They don't particularly care whether they stay on the land the hunting club has rented or not. In fact, I'd say they'd be smarter to break out for other parts. Those "other parts" is where I station myself. Most of the time the deer don't run past where I'm standing, but when they do, it's worth all the other days I've spent there waiting."

### Engine Department Veteran

Jernnigan, a 21-year veteran of the engine department, presently lives with his wife, Alice, in Jacksonville, Florida, although he is a native of Savannah. He describes the fishing in and around Jacksonville as being some of the best in the world.

Remembering his earlier days as a sportsman, Brother Jernnigan said that he first recalled fishing as a boy with his brother, LeRoy, who was one of the Seafarers who gave his life for his country during World War II. "My brother," said Jernnigan, "was going to sea back then on SIU ships. He was on the 'James Edward Oglethorpe,' the first vessel that was launched during the war out of Savannah. He went down with his ship in the North Atlantic after being torpedoed by a German submarine. We were both shipping out SIU then—and taking a little time out briefly for fishing."

### Stores of Memories

Brother Jernnigan, like most Seafarers who has been shipping

out for upwards of 25 years, has a big store of memories, things that have happened to him in the past that he best remembers. He especially recalls one incident when he had "hopped a freight" during the war, trying to get home in time for Christmas. "We just flat out got caught by the railroad detectives," he said, "and spent the night in jail in a small southern town.

"When we went before the judge the next morning, he asked us whether we'd eaten yet or not. The friend and I allowed how we'd had a little breakfast. We were sure he was making a bad joke."

"Where're you boys going?" the Judge went on to ask. "Just trying like hell to get home in time for Christmas," I answered politely.

"Could you use a little more to eat?" he asked, and I thought he was really trying to make us feel bad.

"Sure," my friend told him.

"Then," he told the policeman, who had us in tow, "take these boys down to the Western and buy 'em a good meal and put 'em on the highway. Boys," he said to us, "don't go back to the train yards looking for a ride, it's against the law. Stand out on the highway, and somebody'll pick you up. You see, my own son's on his way home, trying to get here best he can. Just hope somebody'll help him along, too."

**MALDEN VICTORY** (Alcoa Steamship), Jan. 17—Chairman, J. Wallace; Secretary, C. Crawford. \$4.75 in ship's fund. Some disputed OT in deck and engine departments. Motion made to have a new scale for the baker and to have the mixing machine fixed.

**TRANSEASTERN** (Hudson), Dec. 27—Chairman, R. G. Newell; Secretary, M. B. Elliott. Had discussion on draws, painting all room and also some disputed OT. Had discussion on TV. Vote of thanks to the steward department for fine thanksgiving dinner.

**LOS ANGELES** (Sea-Land), Jan. 29—Chairman, G. Castro; Secretary, H. Bjerring. \$14.00 in ship's fund. No disputed OT reported by department delegates. Crew was requested to please try to keep pantry clean at night.

**CANTIGNY** (Cities Service), Dec. 19—Chairman, M. Dobarty; Secretary, W. Morris. Some disputed OT reported in deck department. Discussion held on painting crew's quarters as they have not been painted in two years.

## DIGEST of SIU SHIP MEETINGS

**DEL ORO** (Delta), Dec. 12—Chairman, J. Fedosovich; Secretary, Ramon Iriary. \$43.85 in ship's fund. Some disputed OT reported by deck and steward departments. Suggestion for a new antenna on the TV be purchased if old one cannot be fixed. Vote of thanks to the steward department for job well done.

**TRANSLOBE** (Hudson Waterways), Dec. 2—Chairman, W. Clegg; Secretary, R. A. Rios. No disputed OT reported by department delegates. Brother Facevies was elected to serve as new ship's delegate. Vote of thanks to the steward department.

**WILD HANGER** (Waterman), Jan. 25—Chairman, Arthur Beck; Secretary, Robert W. Ferrandis. Captain said this was the best crew he ever sailed with. Vote of thanks to all. New washing machine needed. \$44.00 in ship's fund. No beefs reported by department delegates.

**FRANKIE** (Hudson Waterways), Jan. 22—Chairman, G. J. Barry; Secretary, L. P. H. Peterson. Ship's delegate reported everything running smoothly. He was reported by department delegates. Crew is requested to look all doors to showers to keep Indians from using same.

## 'Junior Peace Corps' Proposed by Brother

(Seafarer Joseph Pasnosky is a serious student of world affairs. He believes the Peace Corps is an effective instrument for promoting international good feeling and that its expansion by the creation of a Junior Peace Corps could be an additional step to lasting peace. In this article, he explains his idea.)

By Joseph Pasnosky

It has been said that we have never lost a war or won the peace. I believe that if we set our minds to the task we could not only win the peace but "provide bread for the tables of the world" in the process. If the decent, God-fearing, law abiding teenagers were given a chance to show what they could do, they could win the peace hands down. We have the means, all that we need is the will.

One method of accomplishing the task is to launch the Battle of Armageddon and create a philosophy that will unite the entire free world in the great crusade that mankind must wage and win before a lasting peace can be assured and a brotherhood of man firmly established on a universal principle. Only in this way will we be assured that future generations will be spared the horrors of war and poverty.

If we interpret Chapters 19 and 20 of Revelations as a philosophers dream of a brotherhood of man we must conclude that the final struggle will not be a hot war but a peaceful one. The pen is mightier than the sword, the only weapon that a true philosopher would dream of using. The pen, a symbol of education, knowledge, and knowledge is to civilization what food is to animal life. Without knowledge man would be no better than the brute animals.

The Peace Corps is the key to the solution. They are the modern missionaries. They are accepted by all nations regardless of race, creed or color. However, they are not fully developed or effective enough for the task for their numbers are small. What we must do is to expand the role that the Peace Corps will play in this struggle. We must create a Junior Peace Corps so that teenagers and their families can make a major contribution to the effort.

### Encouraged to Write

Teenagers in their junior and senior year of high school would be encouraged to write to a teenager of their own age and sex in a foreign country of their choice. They could make arrangements to live with their new found friend for a year. The foreign parents would agree to care for the American student in the same way as their own children. At the end of the year the American student and their friend would return to the United States and the American parents would agree to care for their foreign guest in the same way. In this way the cost for food and shelter would be equalized over the two-year period.

Living with the people and sharing their standard of living the American student would gain an intimate knowledge of their customs, culture and their social and economic problems. At the same time they could organize informal classes and teach children who would otherwise be neglected due to the lack of school facilities in many countries.

While the foreign student would live in the United States they would not only have an opportunity to learn to read, write and speak our language but they would have an 'on the spot' chance to study our social and economic problems and our democratic institutions as well. The local high school, unions, business associations and other organizations would be in a position to teach them American know how so that when they returned home they would be more efficient producers of the necessities of life. In addition they would become a potential reservoir of native Peace Corps members, their ranks growing year by year.

### Eligible for Assignment

After the American students finished their schooling they would be eligible for assignment as Senior Peace Corps members. Their intimate knowledge of their friends way of life would enable them to exert a great influence in convincing the people that democratic institutions are more desirable than those offered by the communists.

If only ten percent of the student population would be willing to be a Junior Peace Corps member we could have at least half a million active soldiers of peace. It would be the greatest social, cultural and educational exchange that the world have ever seen. It would result in developing friendships at the grass root level and allow individual Americans to make a direct contribution to this effort. The students who would be eligible for such an assignment would be chosen by their local Parent-Teacher Association. This would be desirable for it would assure all students of acceptable character equal opportunity regardless of race, color, creed, social or economic status.

It might be difficult to make contact with foreign teenagers in the beginning. However, students could direct their mail to the mayor of the town where they would like to live and the mayor could pass it on to a religious order or others who would be willing to assist in such a program. Once a sufficient number of students were established throughout the world they could act as contacts and advisers for the students at home.

Armageddon is a dream that has laid dormant for two thousand years. The same fate could befall "bread for the tables of the world," universal peace and the brotherhood of man. I believe that they can be realized in our own lifetime.

Those who are of the same opinion should write to President Johnson and urge him to create a Junior Peace Corps.

### Ship's Chores While In Port



Galley man Charles Collins aboard the SIU-contracted Robin Goodfellow performs part of his routine duties while the ship is in port in Brooklyn. He is shown dumping the refuse from a day's meal into garbage barrels adjacent to vessel.

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...

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

Eastern Air Lines (Flight Engineers)

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

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

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

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

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

Jamestown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)

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

White Furniture Co. United Furniture Workers of America

Schedule of Membership Meetings

- SIU-AGLIWD Meetings: New York Mar. 7-2:30 p.m., Philadelphia Mar. 8-2:30 p.m., Baltimore Mar. 9-2:30 p.m., Detroit Mar. 11-2:30 p.m., Houston Mar. 14-2:30 p.m., New Orleans Mar. 15-2:30 p.m., Mobile Mar. 16-2:30 p.m., Wilmington Mar. 21-2 p.m., San Francisco Mar. 23-2 p.m., Seattle Mar. 25-2 p.m.

- Great Lakes SIU Meetings: Detroit Mar. 7-2 p.m., Alpena Mar. 7-7 p.m., Buffalo Mar. 7-7 p.m., Chicago Mar. 7-7 p.m., Cleveland Mar. 7-7 p.m., Duluth Mar. 7-7 p.m., Frankfurt Mar. 7-7 p.m.

- Great Lakes Tug and Dredge Region: Detroit Mar. 14-7:30 p.m., Milwaukee Mar. 14-7:30 p.m., Chicago Mar. 15-7:30 p.m., Buffalo Mar. 16-7:30 p.m., Sault Ste. Marie Mar. 15-7:30 p.m., Duluth Mar. 18-7:30 p.m., Cleveland Mar. 18-7:30 p.m., Toledo Mar. 18-7:30 p.m.

- SIU Inland Boatmen's Union: Philadelphia Mar. 8-5 p.m., Baltimore (licensed and unlicensed) Mar. 9-5 p.m., Houston Mar. 14-5 p.m., Norfolk Mar. 10-5 p.m., New Orleans Mar. 15-5 p.m., Mobile Mar. 16-5 p.m.

- Railway Marine Region: Jersey City Mar. 14-10 a.m. & 8 p.m., Philadelphia Mar. 15-10 a.m. & 8 p.m., Baltimore Mar. 16-10 a.m. & 8 p.m., Norfolk Mar. 17-10 a.m. & 8 p.m.

- United Industrial Workers: New York Mar. 7-7 p.m., Baltimore Mar. 9-7 p.m., Philadelphia Mar. 8-7 p.m.

- Houston Mar. 14-7 p.m., Mobile Mar. 16-7 p.m., New Orleans Mar. 15-7 p.m.

DIRECTORY of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters United Industrial Workers

- President: Paul Hall; Executive Vice President: Cal Tanner; Vice Presidents: Earl Shepard, Lindsey Williams, Al Tanner, Robert Matthews; Secretary-Treasurer: Al Kerr; Headquarters: 675 4th Ave., Bklyn., NY 9-6600; ALPENA, Mich.: 127 River St., EL 4-3614; BALTIMORE, MD.: 1216 E. Baltimore St., EA 7-4900; BOSTON, Mass.: 177 State St., RI 2-0140; BUFFALO, N.Y.: 735 Washington St., TL 3-9259; CHICAGO, Ill.: 9383 Ewing Ave., SA 1-0733; CLEVELAND, Ohio: 1420 W. 25th St., MA 1-5450; DETROIT, Mich.: 10225 W. Jefferson Ave., VI 3-4741; DULUTH, Minn.: 312 W. 2nd St., RA 2-4110; FRANKFORT, Mich.: P.O. Box 287, 415 Main St., EL 7-2441; HOUSTON, Tex.: 5804 Canal St., WA 8-3207; JACKSONVILLE, Fla.: 2608 Pearl St., EL 3-0987; JERSEY CITY, N.J.: 99 Montgomery St., HE 3-0104; MOBILE, Ala.: South Lawrence St., HE 2-1754; NEW ORLEANS, La.: 630 Jackson Ave., Tel. 529-7546; NORFOLK, Va.: 115 3rd St., Tel. 622-1892; PHILADELPHIA, Pa.: 2604 S. 4th St., DE 6-3818; PORT ARTHUR, Tex.: 1348 Seventh St., DO 2-4401; SAN FRANCISCO, Calif.: 350 Fremont St., DO 2-4401; SANTURCE, P.R.: 1313 Fernandez Juncos St., Stop 20, Tel. 723-8594; SEATTLE, Wash.: 2505 First Avenue, MA 3-4334; ST. LOUIS, Mo.: 805 Del Mar, CE-1-1434; TAMPA, Fla.: 312 Harrison St., Tel. 229-2788; WILMINGTON, Calif.: 505 N. Marine Ave., TE 4-2523

KNOW YOUR RIGHTS

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners...

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same...

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution...

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities...

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...

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives...

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FINAL DEPARTURES

Earl T. Hardeman, 65: A heart attack claimed the life of Brother Hardeman while he was at his home at Marrero, Louisiana...



John Arthur Queary, 38, Brother Queary died at sea last October from a heart condition. He was born in Brooklyn over 38 years ago...



port of New York. Brother Hardeman was a member of the union in good standing and was a member of the deck department. He is survived by his brother, Charles Griffin, who lives in Augusta.

S.I.U. and joined the Union in his native New York. Before joining the S.I.U. he was in the U. S. Navy and saw action in the Second World War. He is survived by his friend F. Nergler who lives in Brooklyn.

DIGEST of SIU SHIP MEETINGS

- DEL MUNDO (Delta), January 28- Chairman, Eugene P. Leonard; Secretary, Joseph N. Powers. Ship's delegate extended a vote of thanks to the chief steward for the outstanding holiday menus...

DEL NORTE (Delta), January 31- Chairman, Robert Callahan; Secretary, Bill Kaiser. \$58.54 in ship's fund. Brother K. Binemanis was elected to serve as new ship's delegate...

FANWOOD (Waterman), December 26 - Chairman, Seymour Heinfing; Secretary, D. Missiner. Ship's delegate reported that the crew gave a vote of thanks to the captain for the assistance he rendered to the United Seamen Service in Yokohama for their Christmas dinner...

FANWOOD (Waterman), Jan. 23- Chairman, Seymour Heinfing; Secretary, S. Escobar. Ship's delegate reported that all repairs were done. No beefs reported by department delegates...

ALCOA RUNNER (Alcoa), Jan. 24- Chairman, C. E. Turner; Secretary, G. Ortiz. Ship's delegate reported everything running smoothly. No beefs reported by department delegates...

TAMAR GULDEN (Transport Commercial), Jan. 24- Chairman, H. Kennedy; Secretary, H. Connolly. No beefs reported by department delegates...

STREL VENDOR (Isthmian), Jan. 9 - Chairman, W. Dunn; Secretary, P. Shata. Ship's delegate reported everything so far OK. No beefs reported by department delegates...

DEL ORO (Delta), Jan. 9- Chairman, W. Dunn; Secretary, Ramon Jir Barry. Ship's delegate reported everything is running smoothly. \$23.55 in ship's fund. No beefs reported by department delegates...

DEL ORO (Delta), Jan. 9- Chairman, W. Dunn; Secretary, Ramon Jir Barry. Ship's delegate reported everything is running smoothly. \$23.55 in ship's fund. No beefs reported by department delegates...

PAN OCEANIC FAITH (Pan Oceanic), January 22- Chairman, Ed Brown; Secretary, McKenneth Collins. Some minor disputed OT and a large amount of restriction OT to be taken up with patrolman at payoff...

GENEVA (U.S. Steel), January 30- Chairman, none; Secretary, Clyde L. Van Effen. One man missed ship in Baltimore. No beefs reported.

DEL AIRE (Delta), January 16- Chairman, Charles P. Johnson; Secretary, Ralph R. Maldonado. Brother Ar. chie B. Delaney was elected to serve as ship's delegate...

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Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn, N. Y. 11232. I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information) NAME, STREET ADDRESS, CITY, STATE, ZIP, TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below: ADDRESS, CITY, STATE, ZIP.



## Shipboard Reading

**T**he restricted nature of shipboard life, with its very limited recreational facilities, makes reading one of the few leisure pastimes for Seafarers. Thus the demand for shipboard reading material is high. To provide SIU men with an adequate, steady supply of reading matter the SIU in 1953 instituted the Seafarers Log Library program under which the Union delivers to all SIU-contracted ships a new assortment of paperback volumes every three months.

SIU library packages are also delivered regularly to all U. S. Public Service Hospitals and are maintained in all SIU Union halls.

In a year's time an SIU-contracted ship will receive a minimum of 200 new titles, covering the range of Seafarers' reading preferences. Since the program's inception almost two and a half million pocket size books have been made available to Seafarers.

