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AFL-CIO Supports National Boycott Of DiGiorgio Co. Farm Products

WASHINGTON—The AFL-CIO Executive Council took action on several issues of vital importance to American labor at a recent one-day meeting held here in Washington. Resolutions adopted by the AFL-CIO's governing body included:

- A pledge of full support for the national consumer boycott of food products grown and marketed by the DiGiorgio Company of Delano, California, instituted by the AFL-CIO Agricultural Workers Organizing Committee and the National Farm Workers Association.

- Reaffirmed its full support of the On Site Picketing Bill and called on House Labor Committee Chairman Adam C. Powell (D-N. Y.) to permit the bill, which has the overwhelming endorsement of his committee, to come to the floor for a vote.

- Urged immediate Congressional action on pending legislation for "long overdue" improvements in the wage-hour and unemployment compensation laws.

- Pledged the "utmost" support of the AFL-CIO for passage of President Johnson's new civil rights bill, which covers the major goals unanimously approved at the last AFL-CIO convention.

Symbol of Resistance

In pledging full support for the boycott of DiGiorgio Company food products, the Council characterized DiGiorgio as the "symbol and leader of resistance" to organization of agricultural workers. The company grows grapes and other fruits and markets wine and allied products.

A strike jointly conducted by the AFL-CIO Agricultural Workers Organizing Committee and the National Farm Workers Association is in progress against nearly 40 companies in the Delano, California area. DiGiorgio is "not only the biggest" grower, but the spearhead of resistance to unionism.

Reaffirming its support of the On Site Picketing Bill, the Council sharply criticized Representative Powell for defying "basic democratic principles" and showing "contempt" for his obligations as House Labor Committee Chairman refusing to call up the bill for a vote on the floor even though it has won the overwhelming endorsement of his committee, and "has constituted himself a one-man roadblock" to further action on the measure.

The Council noted that the situs picketing bill "would simply grant building and construction workers the same picketing rights now extended to industrial workers. . . . Four Administrations have approved this bill; leaders of both parties have made commitments for a vote. . . . the House Education & Labor Committee overwhelmingly voted for the bill and the Rules Committee has scheduled it for floor action."

In urging prompt Congressional action on legislation to improve the wage-hour and unemployment compensation laws, the Council noted that Fair Labor Standards Act improvements "will do more than any other piece of legislation to fight the root causes of poverty." It further noted that pending improvements in the unemployment compensation standards law will do much "to eliminate fear of mass unemployment and the crippling impact of recession."

Calling for passage of the President's new civil rights bill, the AFL-CIO Executive Council termed the legislation "essential if the objectives of earlier civil rights legislation are to be realized

in fact than theory." "Discrimination in housing is the root of many civil rights evils" and must be eliminated, the Council declared, and noted that civil rights advocates "need and deserve federal protection" against the violence of bigots."

The Council also urged speedy Senate approval of the House-passed bill to strengthen the powers of the Equal Employment Opportunity Commission.

The one-day Executive Council meeting was held on May 6 in Washington.

Ackert to Speak For U.S. At World Fishing Conference

BOSTON—James D. Ackert, president of the SIUNA Atlantic Fishermen's Union, has been selected by the International Commission of North Atlantic Fisheries to represent the federal government at a 20-nation world fishing industry conference at Madrid, Spain, from June 6 to 15.

All nations whose fishing fleets operate off the Eastern seaboard of the United States will have representatives at the conference. Signatories to a 20-nation North Atlantic agreement include the U. S., Russia, Great Britain, Canada, Spain, Germany, Norway and a number of other nations that operate fleets.

Report of International President



by Paul Hall

The attitude of neglect and contempt which Government agencies and federal bureaucrats continue to display toward maritime was spotlighted recently when the General Accounting Office of the U.S. Government filed charges accusing the Military Sea Transportation Service with ignoring the law of the land by shipping cargoes on foreign-flag ships when the law specifically stated that such cargoes were to be shipped aboard American-flag ships.

Actually, examples of instances in which Government administrators have flouted the laws passed by Congress to aid the maritime industry are unfortunately not difficult to find, and many other examples could be cited. In one way however, the present example is perhaps unique. Normally, when taken to task for illegally using foreign-flag shipping to move Government cargoes even though American ships are available, the bureaucrats involved immediately fall back on the claim that they did what they did in order to save the American taxpayer money by taking advantage of lower foreign-flag freight rates. This claim is always open to considerable doubt because the American tax dollars paid to foreign shipowners is all lost money, which leaves the U.S. never to return and can therefore play no further part in maintaining and strengthening the U.S. economy—as would be the case if it were paid to American shipping companies and to American seamen as wages.

But in the present case even this "saving the taxpayers' money" routine won't work as an excuse for the bureaucrats involved because, as the General Accounting Office pointed out in its report to Congress, it actually cost the Government over \$19,000 more to ship the cargoes by foreign-flag ships than it would have cost aboard American ships.

The General Accounting Office, which investigated the matter and brought the charges against MSTs, did not do so because of the flagrant manner in which the Government agency flouted the laws designed to protect U.S. maritime. The GAO acts as a watchdog over federal spending. It is concerned specifically with the \$19,000 overcharge resulting from the MSTs' illegal action and not with the vastly greater waste of money which occurs daily, both directly and indirectly, because of Government agency neglect of U.S. maritime and the laws designed to protect it.

The same flagrant disregard of the law for which the GAO reprimanded MSTs in the present example, is practiced by many other Government agencies as well. In many instances the abuses are much more detrimental to the welfare of U.S. maritime. This is the case especially with regard to the Cargo Preference or 50-50 laws, which were passed by Congress to guarantee that at least 50 percent of all Government-financed cargoes are moved aboard American-flag vessels. Enforcement of the 50-50 laws has been so lax as to be completely ineffective.

The most flagrant abuse of the law of course, has been practiced with regard to the Merchant Marine Act of 1936, which 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. Abuses of this basic mandate have been so consistent and widespread that the United States has today become a fifth-rate maritime nation, incapable of supplying sufficient shipping to meet national defense emergencies.



SIUNA exhibit draw large crowds at AFL-CIO Union-Industries show in Baltimore. Among exhibit's features were free raffles of canned tuna caught and processed by SIU members.



Under Secretary of Labor John Henning (fourth from left), Maryland Comptroller Louis Goldstein, Rep. Clarence Long and MTD Secretary Peter McGavin (right) visited SIUNA exhibit.

Union Label Dep't Holds Show In Baltimore

BALTIMORE — The AFL-CIO Union Label and Service Trades Department staged its annual exhibition of union label processes and products at Baltimore's Fifth Regiment Armory for six days early this month. It was the first time the show has been held in this city.

There were more than 130 exhibits at the show, one of the features of which was the booth of the Seafarers International Union of North America. The SIUNA exhibit was among those at which union-made products were distributed free as gifts and prizes. Canned tuna fish processed by members of SIU West Coast fish and cannery unions were raffled periodically during the show. SIU deep sea sailors from the Port of Baltimore gave demonstrations and instructions on knot-tying to the show's visitors.

The SIU booth was manned by Seafarers and directed by SIUNA Vice-President Les Balinger of San Diego and Steve Edney of Los Angeles and Rex Dickey, Atlantic and Gulf District Agent for Baltimore.



SIU Baltimore Port Agent Rex Dickey (right) and SIUNA Vice-President Les Balinger present cases of tuna fish processed by SIU members to Sisters of the Poor for a home for the aged.



SIUNA Vice-President Steve Edney hands a sack of canned tuna fish to one of the winners of the raffles which were conducted at the SIU booth. Annual Union Label show ran for six days.

Excerpts From Report To Congress On Illegal Use Of Foreign Ships

The General Accounting Office, "watchdog" agency in federal spending, has issued a report to the Congress on the illegal use of foreign ships to transport Defense Department military personnel's private vehicles at "excessive costs" to the U.S. government when American vessels were available at lower rates. The following text was excerpted from the report:

"This report is being issued to the Congress because we are concerned that officials of the Military Sea Transportation Service, who are responsible for significant expenditures of public funds, failed to seek guidance from appropriate officials or to initiate action to obtain congressional authority to use foreign-flag vessels for the transportation of privately owned vehicles, although they possessed ample information to determine that the use of such ships for that purpose was not authorized by law.

"Copies of this report are being sent to the President of the United States, the Secretary of Defense, and the Secretaries of the Army, Navy, and Air Force."

"MSTS paid about \$141,000 to transport these POVs on Danish-registered vessels of the Torm Line between the United States and Port Lyautey, Morocco, Africa. During the same period, there were over 25 sailings of American-flag vessels eastbound and westbound between the United States and Casablanca, Morocco, a point located about 90 miles from Port Lyautey. MSTS had contracts with these American carriers under which the same POVs could have been transported to and from Casablanca on American vessels for approximately \$122,000, or a saving in transportation costs of about \$19,000.

"Since 1958 MSTS has contracted for shipping rates directly with the Torm Line, a company organized under the laws of the Kingdom of Denmark as A/S Dampskibsselskabet Torm with home offices in Copenhagen, Denmark. During the period covered by our review, the MSTS contract rate with the Torm Line was 76½ cents per cubic foot, which amounts to about \$380 for transporting the average size American automobile across the Atlantic. At the same time, American-flag carriers offered to MSTS contract rates between the United States and Morocco of \$25.80 per measurement ton, westbound, and \$28.60 per measurement ton, eastbound, or about \$315 and \$355, respectively, per vehicle.

"The following table compares the cost of transporting POVs between the United States and Port Lyautey via the Torm Line during fiscal year 1964 with the cost that would have been incurred had the vehicles been transported between the United States and Casablanca by American-flag vessels:

From	No. of POVs	Costs via		Excess cost via Torm Lines
		Danish vessels	American vessels	
Morocco to United States	234	\$ 89,380	\$ 73,610	\$15,770
United States to Morocco	134	51,470	48,105	3,365
Total	368	\$140,850	\$121,715	\$19,135*

*This excess transportation cost would be reduced by about \$5,000 to cover the loading and unloading costs at Casablanca. The Danish contract rate includes the cost of these services at Port Lyautey; whereas the contract transportation rate of American carriers at Casablanca does not.

SIU Wins \$32,500 Damage Award For 13 Seafarers in Tideland Case

HOUSTON—The SIU has won a total of \$32,500 in damages for 13 members of the SIU Inland Boatman's Union in an unfair labor practices case against the Tideland Marine Services, Inc. The decision, rendered by the National Labor Relations Board, included \$2,318.92 in interest to be distributed to each member in proportion to his monetary claim.

The case, in which the SIU successfully charged Tideland Marine with unfair labor practices, stemmed from an organizing drive in April of 1956, a result of which the SIU won an NLRB election in the company's tug fleet.

Shortly after the election, the company began hardtiding and firing the members of the Inland Boatman's Union of the SIU. The SIU immediately filed charges with the Board.

The NLRB held that Tideland Marine was guilty of discriminating in respect to the hire and tenure of employees for the purpose of discouraging membership in the Union. The Board also found the company guilty of interfering with, restraining, coercing and threatening employees on the basis of their Union affiliation; and also instructing their supervisors to devise pre-

texts for getting rid of employees because of their support for the SIU.

Members of the Union who were awarded damages by the Board and the amounts they received are as follows: Peter Anino, \$8,065.00; Charles Dunn, \$3,839.97; the estate of Trout Felker, \$5,716.69; Jerome Gaspard, \$247.83; James G. Gautreau, \$676.68; Chester Holtz, \$1,937.68; the estate of George Jacobus, \$1,536.58; Percy Kennedy, \$1,426.32; David Moore, \$1,395.07; John P. Murphy, \$2,401.39; John Murry, \$2,386.74; Curtis Stewart, \$2,828.70; and Phillip Wagner, \$41.35.

The NLRB also ordered the company to post a notice for 60 days, stating that it will "not in any manner threaten, discriminate against, discharge or coerce employees because of their affiliation with the Union." The Board also directed the company to advertise the notice in the New Orleans Times Picayune.

'Watchdog' Unit's Disclosure to Congress:

Gov't Used Foreign Ships Illegally; Lower-Cost U.S. Vessels Bypassed

WASHINGTON—An agency of the U. S. government illegally spent approximately \$240,000 to transport privately-owned vehicles of Defense Department military personnel aboard foreign-flag ships and in doing so paid rates higher than those prevailing on American vessels which were available at the time.

Details of the shipping violations became known after a report was submitted to the Congress recently by the General Accounting Office, which acts as a "watchdog" agency over federal spending, disclosing that the Military Sea Transportation Service shipped servicemen's automobiles to and from Morocco during 1964 aboard Danish-flag ships in violation of existing U.S. laws. Moreover, the report revealed the MSTS paid \$19,000 more for the use of the foreign-flag ships than the shipping charges would have cost on American ships.

The incident, which took place during the fiscal year 1964, was not only illegal the GAO said, but "resulted in excessive transportation costs to the government."

The SIU is protesting the government agency violation. It condemned the action as a classic example of the manner in which the American merchant marine is being destroyed as a result of the refusal of government agencies to observe federal law and regulations.

While this bypassing of Ameri-

can ships in favor of foreign-flag vessels, in violation of federal requirements, is but one more example of government agency torpedoing of the American merchant marine, it presents a clear and precise illustration of what SIU and other maritime groups have been charging in regard to the abuse of U. S. shipping by government agencies.

The GAO said that the matter was being referred to Congress because "we are concerned that officials of the Military Sea Transportation Service, who are responsible for significant expenditures of public funds, failed to seek guidance from appropriate officials or to initiate action to obtain Congressional authority to use foreign-flag vessels . . . although they possessed ample information to determine that the use of such ships for that purpose was not authorized by law."

The GAO report spelled out the manner in which the violations had occurred by directing attention to the MSTS's use of the Danish-flag Torm Lines to transport private vehicles for the Department of Defense to and from Morocco.

During the twelve-month period

studied, the GAO discovered that 368 vehicles were shipped out of Port Lyautey at a cost of \$140,850 although they could have been shipped out of Casablanca, 90 miles from Lyautey, on American ships for \$121,715 without inconveniencing the servicemen or the government.

The GAO pointed out that during the period in question, there were over 25 sailings of American-flag vessels eastbound and westbound from the area, and that MSTS had contracts with these American carriers under which the shipments could have been made at a great savings in government funds.

A draft of the GAO's report was submitted to the agencies involved, and in September 1965, an assistant secretary of the Navy replied that according to the agency's interpretation of the law it was felt that the shipments were proper and not illegal.

However, in its final report, the GAO stated "we have determined, as did the Department of Defense's own General Counsel, that the use of foreign-flag vessels for the transportation of POVs at government expense was illegal . . ."

Hall Addresses Defense Dept.—NSIA Briefing Session

U.S. Accused of Causing Maritime Decline

WASHINGTON—Because of the Government's negative attitude, the American-flag merchant marine is threatened with extinction, SIUNA President Paul Hall told some 800 defense industry leaders and Department of Defense officials here recently.

Hall was the principal speaker at an advanced planning briefing at the Sheraton Park Hotel on April 28 jointly sponsored by the Department of Defense and the National Security Industrial Association, an organization of industries engaged in defense work.

Citing the spectacular booms occurring in other industries such as steel, automobiles and aircraft, Hall contrasted the prosperity of these industries—all of which receive substantial Federal assistance—with the steady decline of the merchant marine, due primarily to governmental indifference and neglect.

Hall also cited the defense value of the fleet, noted that foreign-flag ships jacked up their rates by 2,000 percent when America was caught without a merchant fleet in World War I, and questioned the judgment of Secretary of Defense McNamara in downgrading the defense value of a merchant marine.

Under McNamara, Hall told his audience, the Defense Department has placed reliance on reserve fleet vessels, runaway-flags and NATO ships. But DeGaulle, he pointed out, has spurned NATO while other of our allies have been quick to pounce upon our established trade routes as soon as U. S. vessels are diverted to military service.

Hall was also critical of Secretary of Agriculture Orville Free-

man who, he said, "would toss the bodies of American sailors into the furnace in order to sell 10 more bushels of wheat."

The State Department, he said, "would trade away the U. S. fleet tomorrow to achieve even a minor diplomatic victory."

Discussing N. Y. Taxi Drivers' Situation



SIU President Paul Hall (seated, center) discusses tax drivers' problems with AFL-CIO Taxi Drivers Organizing Committee and AFL-CIO representatives. Behind Hall is Central Labor Council President Harry Van Arsdale, flanked by Regional Director Michael Mann (left) and Rev. Peter O'Reilly of university teachers. In center rear is Council Treasurer William Bowe; at right is Council Secretary Morris Iushewitz.

SIU Sponsored Hockey Team Tops League



This year's City League championship hockey team from Sault Ste. Marie, Michigan is shown above. Team, sponsored by the Seafarers International Union-Inland Boatmen's Union, proved their mettle by taking on all comers and winding up on top during the 1965-1966 season. Picture includes (back row, first and second from left), SIU-IBU Sault Ste. Marie agent John E. Bernard and team manager F. H. Zimmerman. At extreme right in back row is Jack Ruelle, who coached boys in some of the finer points of ice hockey.

Five Additional Seafarer Veterans Join Growing SIU Pension Roster

Five more names have been added to the long list of Seafarers who are receiving pension checks of \$150 every month. The members who have been added to the retirement rolls are: Jesse C. Laster, James J. Sullivan, Willard W. Bickford, Jose Vilasis and John Stewart.



Laster
Laster joined the Union in 1939 in Jacksonville, Florida. He sailed with the deck department as an AB. Born in Georgia, he first went to sea in 1931. His last ship was the cable ship USAF 050-1816. He lives with his wife Louise Hettie Laster in Guyton, Ga., since his re-



Sullivan
Sullivan joined the SIU in New York. He has been a union member since 1940 when he began work for the New York, New Haven & Hartford Railroad. Born in New York, he still lives there with his wife, Geraldine. He retired from

his job as a Bridge and Motorman on March 1, 1966.



Bickford
Bickford joined the SIU in New York in 1944. His last ship was the Ocean Ulla on which he sailed as Chief Steward. A veteran of the U. S. Marine Corps. Bickford served from 1935 to 1939. He is retiring to the Baton Rouge home of his mother, Mrs. Maudie Tatum.



Vilasis
Vilasis joined the Union in New York and sailed in the steward department. His last ship was the Florida State where he was a messman. Born in Cuba, he is a veteran of the U. S. Army and served from 1942 to 1943. Since his retirement went into effect on January 1, 1966, he has retired to Miami where he lives with his sister, Mrs. Angela Gil.



Stewart
Stewart joined the SIU in Buffalo, New York. The veteran AB sailed as a member of the deck department. Born in Scotland he had over 37 years at sea when he retired in 1965. His last ship was the Day Peckinpaugh (Erie). He and his wife, Evelyn, make their home in Kenmore, New York.

Houston
J. D. Gribble, a member of the Deck department for over 10 years is on the beach now. He reports he's looking for a long trip, preferably to South America. SIU members here are expected to turnout at the polls, May 7, and we hope some friends of labor will gain public office.

Mobile
William A. Wade, whose last ship was the *Alcoa Commander*, is looking for another good run. He has been shipping out of the Gulf Coast area for the last twenty years in the deck department.

J. C. Keel, registered group one deck department, who makes his home in Atmore, Ala., is looking for ship out of the Gulf.



Curry
George Curry will take the first Steward's job to hit the board. George was previously on the cable ship *Longlines*. **T. Smigielski**, whose last ship was the *Couer D'Alene Victory*, is looking forward to a couple of weeks vacation, and he will look for a slot on a tanker.

The Atlantic Coast



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

Products manufactured by affiliates of the Seafarers International Union of North America were a part of the 21st AFL-CIO Union-Industries Show which took place at Baltimore's Fifth Regiment Armory. It was the show's first visit to this strongly union city since the AFL-CIO's Union Label and Service Trades Department began its annual exhibition of union-label processes and products.

Shipping is good in the port of New York and jobs are going about as fast as we can put them on the board. **Cal James**, who recently completed a trip as bosun, was in the hall to register and spend a little time with old friends. **William Jones** is in town after sailing on the *Longlines*.

Boston

Shipping has picked up somewhat and the outlook for the next period is expected to be fair.

Monroe Hall was sorry he had to leave the *Miami* where he was a messman. **Garrett Wile**, a 20-year SIU seafarer, recently signed off the *Ponce* where he sailed as AB. Says he had to get off this hotel to feed the horses at Suffolk Downs.

Baltimore

Shipping has been very good the past two weeks with prospects looking just as fine for the next period. There have been six pay offs, two sign ons and 11 ships are in transit. The *Alamar* and the *Bethtex* are laid up here. The *Bethtex* should take on a crew in a couple of weeks.

Ed Broaders has been hospitalized on the West Coast. Ed, who has shipped SIU for 25 years, reports he will take anything as soon as he's ready for duty. **Carroll Harper** is now fit for duty and will take first job on the board.

Norfolk

Shipping has been very good here and the outlook for the next

few months is bright. There are ten ships in transit and there have been three payoffs and as many sign ons.



Harper



Meacham

Hugh Meacham, who has sailed SIU for 20 years, just got out of the hospital and hopes to be fit for duty soon. His last vessel was the *Commander*. **Bert Winfield**, a 15 year union member, is waiting for a Far Eastern run. He last shipped on the *Keva Ideal*.

Philadelphia

James McLinden is around the hall after sailing with the *Geneva* in the Deck department. **Dimas Rivera**, fresh off the *Alcoa Trader*, is ready to ship out. **Gerald Shaffer** is on the beach and preparing to enter the SIU's Engineers Licensing School in New York.

Puerto Rico

Cliff Mainers has been enjoying himself in San Juan. He just got off the *Monarch of the Seas* after a long trip. **Jose Prats**, just off the *Detroit* after sailing as steward is on the beach.

Mary Chopin, Retired Stewardess, Dies In New Orleans at Age of 79

NEW ORLEANS—Mrs. Laurence Mary Chopin, 79, a former stewardess with the SIU contracted Delta Line, died recently of a cerebral thrombosis at her home in Mt. Airy, Louisiana. She sailed as a Delta Line stewardess and retired on SIU pension benefits in 1958.

Mrs. Chopin sailed over 20 years with the steward department of the SIU and was one of the crewmembers on the *Del Valle* when the vessel was attacked and sunk by torpedoes from a German submarine in the Caribbean on April 12, 1942. Details of the harrowing experience were vivid memories to the late Seafarer.

The ship went down 17 minutes after the torpedo struck, but crewmembers and passengers evacuated the *Del Valle* so quickly that only one life was lost, that of the ship's doctor.

After drifting in lifeboats for 17 hours, the survivors were picked up by a Navy rescue boat. Sister Chopin came through the ordeal with flying colors, receiving only a ducking when she jumped from the Jacob's ladder while she was descending to a waiting lifeboat. Mrs. Chopin returned to New Orleans after the disaster and shipped out again on the first available vessel. She sailed the remaining war years without further mishap.

After the war, Sister Chopin sailed for many years as stewardess on the Delta Line passenger runs to South America before going on pension.

SEAFARERS LOG

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



The Great Lakes

by

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

SIU Great Lakes District officials, along with other affiliates from the Atlantic, Gulf and West Coast, are continuing their fight against proposed crew reductions on Lakes vessels which are scheduled to be automated. The Great Lakes District of the SIU will be represented by Fred Farnen and Jack Bluit at the U. S. Coast Guard hearings in Washington.

Presently, representatives from the Great Lakes are hitting SIU-contracted vessels at docks throughout the region, obtaining information on all types of engine-room ratings. The SIU plans to reiterate the fact that the proposals for cutting engine crews does not take into consideration even the minimum requirements involving work on watch, general maintenance as well as health and safety.

The steamer **Raymond Reiss**, operated by the Reiss Steamship Company, recently underwent re-powering at the Frazer-Nelson shipyard in Superior, Wisconsin, and will need a crew for her trial run.

Headquarters has noted that many claims being submitted under the Seafarers Welfare Plan are being mailed in incomplete. To assure a speedy payment of the various benefits, all port agents will assist any applicant with the filling out of the necessary documents.

Detroit

Many representatives of organized labor paid their respects to Senator Pat McNamara (D-

Mich.), when the legislator was laid to rest at Mount Olivette Cemetery in Detroit. The Senator was well known to labor organizations in the State of Michigan, having gotten his start as a labor-endorsed candidate. Senator McNamara was a former president of Local 636 of the Pipefitters Union, as well as vice president of the Detroit Federation of Labor from 1939 to 1945. In 1934, McNamara also served as the first state president of the Automobile Workers of America, the forerunner to the United Auto Workers. Senator McNamara, who was active in fostering social legislation, will be missed by the people of Michigan, as well as the entire country.

Algonac

The service launch, SIUNA, well known by Great Lakes District members on the river, will be on its St. Claire River station two weeks early this year, weather permitting. As in the past, all ship's delegates are being urged to have all necessary materials ready for boarding patrolmen when they arrive to service the ship.

SIU Joins In Appeal To Congress

Legislation To Protect U.S. Public Called For By 'Consumer Assembly'

The first national assembly on behalf of American consumers was held in Washington, this month with delegates representing the AFL-CIO unions, including the SIU, senior citizens groups and civil rights groups, calling for far-reaching legislation in packaging, lending, auto safety, pre-testing of drugs and cosmetics, water and air pollution and lower-cost medical and utility rates.

Panelists and speakers agreed enforceable legislation would come only after a greater effort by a coalition of organizations, like the 32 that gathered for the assembly. Other groups participating included, farmers groups, women's clubs, cooperatives, credit unions, veterans and religious organizations.

Mrs. Esther Peterson, special assistant to President Johnson for consumer affairs, spoke to the assembly and proposed the creation of a national federation of organizations to protect the American consumer.

Stated Mrs. Peterson, "The power of the consumer is now split into 197 million parts. All of the special interest groups are very well organized to exert their influence loudly and clearly in the nation's capital. In contrast, the consumer interest is so widely diversified and disorganized that it is barely heard above a whisper."

Senator Philip A. Hart (D-Mich.) told the assembly that

there was hope for his truth-in-packaging bill in the current Congress despite the lack of attention it has received during the four years since the 1961 investigation of packaging and labeling practices. Senator Hart stated that, although eventual passage seems assured, "the timing depends in part on how clearly Congress hears the message of this assembly."

Urging a permanent action group for consumers, Representative Wright Patman (D-Tex.) said the assembly was a "giant step forward in putting organized muscle into consumer action."

Senator Paul A. Douglas (D-Ill.) told the assembly that "the

truth-in-lending bill still remains buried within the Committee on Banking and Currency, and even more distressing, self-improvement within the industry in order to protect consumers from the shady devices of unethical lenders has failed completely to materialize."

Ralph Nader, author of "Unsafe at any Speed," spoke to the assembly and condemned the auto industry for secrecy in safety engineering and refusing to cooperate in research and crash tests. In this connection Representative James A. Mackay (D-Ga.) called for a Federal Automobile Administration which would be charged with enforcing mandatory standards for manufacturers.



The Pacific Coast

by Frank Drozak, West Coast Representative

The Political wars are on again, in California, with the governorship of California, Oregon and Washington as the big prize.

We urge all seafarers to register and get out to the polls for the June primary and November general election, and cast your vote for the COPE endorsed candidates for office. Members who are on ships during the elections can cast an absentee ballot. Seafarers' in need of information on casting an absentee ballot, or in need of general election information, are asked to contact their nearest SIU hall.

San Francisco

Shipping is booming in the port of San Francisco. Plenty of jobs are available for all ratings.

Last period we paid off the following ships: **Robin Trent, Cuba Victory, Coe Victory, Meridian Victory, Fenn Victory, Fairisle** and the **Couer D'Alene Victory**.

Signed on were the: **Robin Trent, Santa Emilia, Meridian Victory, and Cuba Victory**.

Ships due in for the next period for payoffs are the: **Lucille Bloomfield, Columbia Victory, Oceanic Spray, Steel Flyer, Oceanic Tide, Loma Victory**. In transit we are expecting the: **Steel Apprentice, Steel Worker, Losmar, Penmar, Long Beach, and the Los Angeles**.

In transit are the: **San Juan and the Calmar**.

Among some of the old timers pulling in from the Gulf is **W. F. Randall** Steward Department, who was shipped as a chief cook on the **Santa Emilia** to the Vietnam area.

C. Dawson, pulled in from Baltimore and was shipped as an **A. B.** on the **Meridian Victory**, which is also the Vietnam run. We have also shipped **E. Adams**, who left on the **Fairisle** as **Bos'n**.

Seattle

Shipping continues at a brisk pace here in the Northwest, especially for Group 2 in the deck and engine departments, and from all indications it will continue to be good. The following ships paid off and signed on: **Barre Victory**,

Anchorage, Transnorthern, Citadel Victory, Seattle and Ridgefield Victory. The **Hastings** paid off and the **Express Baltimore** signed on for this period.

One of the old-timers on the beach is **Oskar Johannessen**, who got off the **Hastings** to attend to some personal business. Oskar sailed as a fireman-watertender and should be ready to go again in about another week. **L. Behm** was last on the **Walter Rice** as Night Cook and Baker, and a SIU member for over 20 years. **Len Piler** off to catch a Far East run. **J. W. Allen**, SIU member for 15 years just paid off the **Seattle** as Deck maintenance man and would like to catch the Alaskan run after taking it easy for a spell.



Behm

Wolfe

Wilmington

During the past two weeks we have had the **Iberville** sign on, and had four ships in transit.

Shipping has been on the slow bell here and we have been trying to assist San Francisco with the heavy shipping activity in that area. This slowup is only temporary, as we have a heavy schedule anticipated for the next two weeks.

Les Wolfe just blew into town after a trip as pumpman on the **Overseas Joyce**. He has no desire to sit around on the beach and is ready to grab the first pumpman's job that hits the board.

Loch Ness Sea Monster Stars in Film

From the earliest days of sailing ships right up to the present, seafaring men have often gotten a reputation as "tellers of tall tales" by coming back from a long voyage with stories of sighting huge, mysterious beasts in mid-ocean. Shorebound cynics have traditionally scoffed at such tales—with the exception of many people living near or visiting the Loch Ness region of Scotland.

Within the last fifty or so years there have been literally hundreds of people swearing they have seen a monster, in the shape of a giant reptile, in Loch Ness—a large, exceptionally deep lake.

Now film has been produced, with actual moving shots of the legendary beast, and this spool has been studied and scrutinized by experts until they all came to a single conclusion: something is there, something about 90 feet long, and not less than six feet wide and five feet high—and it wasn't a power boat.

British Defense Ministry analysts described the object as "animate," meaning alive; and although the Joint Air Reconnaissance Intelligence Center (JARIC) did not come right out and say that the object was the monster, neither did they deny it. That should be quite enough to keep the tourist trade going.

The Loch Ness region of Scotland is an eerie, misty land of lakes and hills and sea on the northeast coast of the country. Though the word "loch" is translated "lake," it can also mean a bay fed by the ocean.

The film of the mysterious object moving along in those waters was taken in 1959 by aeronautical

engineer, Tom Disdale, and was shown on television in Britain the following year.

David James, a former member of Parliament who heads the "Loch Ness Phenomena Investigations Bureau," passed the film on to the Air Force Defense Ministry, who in turn gave it to JARIC experts to work on.

It was the first time that actual pictures of the "monster" had been subjected to extensive scrutiny.



The photographic division of the intelligence center took measurements on every frame of the film, taking into consideration reflections, light conditions, the angle of the object and the position of the camera. It shows a dark object knifing its way through the water in a series of jerky movements.

Lord Shackleton, Defense Minister for the Royal Air Force who has always expressed his disbelief in the monster, said that he was "surprised" and "mystified" by these latest findings. "I find it difficult to discount the findings of this report," he said.

The existence of something in

the 24-mile-long, 750-foot-deep lake has been passed down among the Gaelic people since the 6th century when St. Columba was said to have fought the monster.

The latest sightings started in a big way when a road was being built along the loch in 1933. Theorists say that the dynamiting along the lake caused the prehistoric creature to come up from the huge depths of the lake.

Fresh Water Maker Tested Aboard Ships

In the not-so-distant future seamen may not have to worry over the conservation of water while aboard ships at sea—if the now experimental seawaters distillers prove to be a success.

A new 8,000-gallon-per-day seawater distiller developed by General Electric has been installed in about a dozen ships, while other pilot evaporators have been operating under field conditions for more than two and a half years.

These new distiller prototypes operate on the principle of thin film distillation and the technique used, called the "double-flute" is a high heat transfer service. The double-flute tube produces and maintains thin films of water when evaporating and condensing. This means that a maximum usage of heat is possible with a minimum surface and temperature difference, and makes possible a small, inexpensive shipboard unit.

SIU Crew Wins Safety Award



SIU-contracted Del Oro has been awarded Delta Line Certificate of Merit for a safety record of no chargeable injuries to personnel according to National Safety Council standards. In addition to certificate, ship's recreational fund benefited from \$100 prize that went along with award. At presentation ceremony above are (l-r): chief electrician L. K. Evans; Purser C. Wright; chief Engineer E. L. Bell; Delta port captain E. R. Seaman; ship's captain J. F. Owens; Delta safety director Paul Pollatt; engine utility man V. Federsovich and ship's chief mate C. S. Randles.

THE INQUIRING SEAFARER

When a stranger discovers that you are a professional seaman, what kind of questions does he ask you about a seafaring life?

James Russell: Of course, when a man finds out that I make my living as a professional seafarer, he has all the conventional questions such as how do I like the life, what countries I've visited and what they are like, and some ask me about the kind of work I do. But the biggest question that comes up from strangers concerns the amount of pay we receive, and when I clue them in, they are simply amazed that we are paid as well as we are.

V. Joseph: Men who have never been to sea can bombard a Seafarer with enough questions to keep him busy for several days. The old standbys are such as how do you like a life at sea, do you eat well out there, some even want to know whether a man sleeps well when the ship's pitching and rolling in a storm. But it always gets back to the thing most men find themselves worrying about: how much are we paid?

Edward John Taylor: People who work on the beach and find out that I make a living as a Seafarer are always curious about the different foreign ports of call. If it's a man I'm talking to, he's curious about the womenfolk in other countries and how they differ from the gals in the United States.

Others want to know about the various customs in foreign countries and just how they compare with those over here. Most people who have spent their whole life in the continental United States are naturally curious about places they've never visited.

Hubert Landry: Most of the landlocked crowd wants to know what a Seafarer does on a vessel. They seem to think that a ship just sails itself, and we don't have anything to do but sit around and watch the sunsets. That's because many of them have hardly even seen a ship, much less ever had a job on one; and they never failed to be surprised when they find out exactly what we do to keep the vessel moving. In fact, there's quite a few people who don't consider seafaring to be real work, but I soon set them straight on this matter.

Lawrence Hogan: Being a Seafarer and living a kind of life that few people are familiar with, I get many questions, some reasonable and a few on the ridiculous side. One fellow actually asked me had I ever seen a mermaid, and I told him, "Why, certainly I see mermaids pretty often." This usually shuts them up, which is a good thing, since anybody stupid enough to ask that would hardly be worth talking to. I am also invariably asked about seasickness, which I'm not ever bothered with, but I tell them that some people suck a lemon to avoid it.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

April 23 to May 6, 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	9	1	4	0	2	23	2
New York	62	19	63	22	11	163	47
Philadelphia	11	3	2	1	0	38	16
Baltimore	39	14	25	11	0	84	45
Norfolk	4	4	13	4	1	21	16
Jacksonville	10	6	6	3	2	18	9
Tampa	3	5	5	7	2	13	6
Mobile	15	6	3	0	0	90	22
New Orleans	45	22	22	13	4	122	58
Houston	52	28	37	11	6	160	88
Wilmington	5	5	5	3	3	30	3
San Francisco	38	19	4	23	37	61	20
Seattle	19	9	16	12	6	35	6
Totals	312	141	205	110	74	858	338

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	1	1	2	1	0	5	3
New York	45	22	34	18	20	145	51
Philadelphia	5	5	7	3	2	21	18
Baltimore	26	19	21	15	3	51	52
Norfolk	4	8	9	4	2	19	19
Jacksonville	7	6	3	2	4	12	11
Tampa	3	5	5	1	2	4	3
Mobile	10	2	3	2	1	52	17
New Orleans	15	27	21	21	4	78	63
Houston	36	32	20	8	9	92	77
Wilmington	15	4	6	4	9	23	4
San Francisco	28	16	39	11	29	41	13
Seattle	18	14	20	7	5	25	13
Totals	213	161	190	97	90	569	344

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	1	2	1	2	5	4
New York	35	11	41	9	10	109	32
Philadelphia	5	3	2	3	1	10	9
Baltimore	21	11	13	13	2	50	33
Norfolk	5	4	3	6	1	9	11
Jacksonville	6	2	2	3	6	7	6
Tampa	5	2	5	1	1	7	4
Mobile	10	7	4	1	0	60	18
New Orleans	27	15	6	6	0	139	85
Houston	31	16	22	15	5	105	43
Wilmington	6	0	4	2	2	18	0
San Francisco	28	11	33	11	64	43	12
Seattle	12	9	7	8	11	27	21
Totals	193	92	144	79	105	589	278

U.S. Shipbuilding Shows Slight Gain But Lags Behind 8 Smaller Nations

The United States moved up three places in world shipbuilding for the first three months of 1966, but the production of U.S. yards still lags behind the shipbuilding of eight smaller nations. According to the latest issue of Lloyd's Register of Shipping, the tonnage constructed in the U.S. rose 86,183 tons to a total of 424,160 tons for the three month period.

However, the following nations still hold the lead over the U. S.: Japan, 3,251,897 tons; Britain, 1,383,356 tons; West Germany, 1,073,602 tons; Sweden, 880,178 tons; Italy, 719,755 tons; Spain, 538,133 tons; France, 456,020 tons; and Poland, 429,790 tons. Although exact figures are not available for Red China, East Germany or Russia, all three Communist nations are known to be conducting energetic shipbuilding programs.

Lloyd's reports that the countries making the largest additions to their merchant marines are Japan, 1,434,071 tons; Norway, 1,395,667 tons; Britain, 1,288,547 tons; Liberia, 975,246 tons; and Russia, 721,836 tons.

Although American yards gained in production during the first quarter of 1966, U. S. shipbuilding experts are not optimistic about the future of the industry in the U. S. In recent testimony before the House Merchant Marine and Fisheries subcommittee on Merchant Marine, Edwin M. Hood, president of the Shipbuilders Council of America, forecast that the cost of ship construction in the U. S. will be increasing for

some time to come due to the lack of modern facilities.

"Even if a new (merchant marine) policy were to be adopted in the next 6 to 12 months, an unlikely prospect judging from present signs, and even if the need for a shipbuilding program of larger proportion were to be recognized at long last, the results would not be appreciable for another 18 to 24 months," Mr. Hood told congressmen. However, he added, if the U. S. Government were will-

ing to go ahead with a more realistic program for shipbuilding, the shipyards would be able to invest in the modern facilities needed to reduce ship prices.

According to the testimony of Mr. Hood and other witnesses at the hearings, and in the opinion of several congressmen, U. S. shipbuilding will not make any long term gains until a sound and substantial program for the whole merchant marine is begun by the Government.

SIU Welfare, Vacation Plans

Cash Benefits Paid—March 1-March 31, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	8,457	\$ 87,614.68
Death Benefits	29	84,958.00
Disability Benefits	752	126,300.00
Maternity Benefits	68	13,571.00
Dependent Benefits		
(Average: \$203.00)	777	157,804.46
Optical Benefits	526	7,754.12
Out-Patient Benefits	6,557	45,375.90
Summary	17,166	523,378.16
Vacation Benefits	1,742	622,269.24

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 18,908 \$1,211,647.40

AFL-CIO Urges Congress Widen School Aid Program

The AFL-CIO urged Congress to continue and expand federal aid to elementary and secondary education, particularly by increasing appropriations.

Andrew J. Biemiller, director of the federation's Department of Legislation, told the education subcommittee of the Senate Labor Committee that the "great educational strides" of the 89th Congress need to be carried further.

"More remains to be accomplished, and it would be a grave disservice to America's future to curtail the programs enacted thus far or even to freeze them at their present levels," he said. "The AFL-CIO does not for one moment accept the argument that anything in the present international situation necessitates lower expenditures at home for the health, education and well-being of our people."

What is "most needed," Biemiller testified, is an increase in federal funds for local school districts from "considerably less than 10 percent of all such outlays to about 25 percent. He noted that spokesmen for large cities, for suburban communities and for rural areas have each called for added support to meet their special problems.

"All of these arguments are convincing," he commented.

The AFL-CIO spokesman warmly supported a proposed rise in the basis for fund distribution from the present standard—the number of children in families with \$2,000 or less income—to a \$3,000 income figure. He recalled that the latter had been the labor movement's original recommendation.

However, Biemiller opposed a parallel provision to eliminate incentive grants to school districts which increase their budgets. He acknowledged that problems had arisen in the actual operation of the incentive program, but expressed the hope that "Congress will try to work out the problems rather than discard the program."

He also called for four-year authorization for all programs begun under the Elementary & Secondary School Act of 1965, on the ground that "school districts must be able to make reasonably long-range plans . . . to better fulfill the purposes of the legislation."

Biemiller vigorously defended the impacted aid program, which helps school districts where there are large concentrations of federal military and civilian personnel. He opposed Administration plans to cut back the program and called instead for expansion of the impact approach to problems of rapid growth or of economic decline; to school segregation, whether by court order or voluntarily undertaken, and to rural areas.

"We are confident that this Congress, having set forth on a major program of federal support for elementary and secondary education, will share our view that programs now in existence should be strengthened and improved, rather than being curtailed and phased out," he said.

Biemiller expressed concern about another bill before the subcommittee, which would place full responsibility for federally-assisted adult education programs in the public schools. He said the public schools' adult education personnel had often proved ineffective in reaching adults who are most in need of basic education, and that those in the South "simply do not have any mechanism for dealing with the educational needs of adult Negroes, particularly in the rural areas." He suggested "additional consideration" by the subcommittee of the bill's proposals.

LABOR ROUND-UP

Stanley Ruttenberg, former AFL-CIO research director, was appointed to the post of assistant secretary of labor manpower by President Johnson. Ruttenberg had been Labor Department manpower administrator. The appointment also carries the chairmanship of the President's Committee on Manpower. Ruttenberg is 49 and joined the staff of the former CIO in 1938. He became research director in 1948. His position is a redesigned post, formerly designated as assistant secretary of labor for policy planning and research.

The Air Line Pilots have urged the Federal Aviation Agency to restore the 120-miles of "lateral separation" between planes flying the North Atlantic Route. The FAA ordered a reduction to 90 nautical miles. ALPA President Charles H. Ruby and ten union witnesses said maximum space is needed to avoid accidents, especially with 450-passenger planes in the planning stage. Ruby told an FAA public hearing that a 120-mile separation should be

"available to all pilots on all flights at all flight levels."



A raid by Teamsters on Local 51 of the Glass Bottle Blowers of Defiance, O., was defeated when the AFL-CIO union won a runoff election at the Johns-Manville plant. The Teamsters had been ousted for unfair tactics in starting their campaign while Local 51 was on strike. The National Labor Relations Board set aside the previous election. The final tally in the runoff election was 308-212.



The Building Service Employees have launched a drive for "rights, votes and jobs," to assure that segregation is eliminated from local unions and their field of employment, to re-elect pro-labor congressional candidates and to make certain graduates of anti-poverty training programs have jobs waiting for them. President David Sullivan urged locals to eliminate barriers to integration. Sullivan declared, "The nation has undertaken a War on Poverty and we must support that effort."

"Your Money AND Your Life!"



AFL-CIO Supports Consumer Legislation

"The power of the consumer is now split into 197 million parts. All of the special interest groups are very well organized to exert their influence loudly and clearly in the nation's Capitol. In contrast the consumer interest is so widely diversified and disorganized that it is hardly heard above a whisper."

These were the words of Mrs. Esther Peterson, special assistant on consumer affairs to President Johnson, who spoke to representatives of the AFL-CIO unions, including the SIU, farmers and senior citizens groups, veterans and religious organizations attending the first national assembly on behalf of American consumers in Washington this month.

The reason for the meeting was concern. Concern over the fact that millions of American consumers are getting bilked of hard earned dollars by unscrupulous manufacturers, merchants and money lenders through the use of false advertising and inferior products.

Revelations of the auto industry's careless approach to the safety of its products and the practices of a free-wheeling pharmaceutical industry underline the actual menace

to life where the responsibility of business is simply profits.

Two bills—the fair packaging bill sponsored by Senator Philip A. Hart (D. Mich.) and the "truth-in-lending" bill sponsored by Senator Paul A. Douglas—are still mired in Congress and are being diligently opposed by the special interest groups which Mrs. Peterson referred to in her address.

It is only through the combined efforts of consumer "special interest" groups that these two essential pieces of legislation will become law.

The trade unionist as a consumer certainly has his special interests to protect—namely his pocketbook and his life. It is now time for the consumer voice to rise above a "whisper." It is time for the consumer to let his Congressmen and Senators know that he is tired of being abused and duped in the marketplace and that he wants immediate legislation that will put a harness on the disreputable practices of manufacturers.

Write and let your Congressman and Senators know where you stand on these vital issues. Do it today!

Register And Vote To KO Right Wingers

The John Birch society and other right-wing groups are loading up their campaign warchests over the country and preparing to launch an all-out drive which they hope will elect conservative candidates in 325 congressional districts in November.

The right-wingers are not dismayed by the solid tromping which conservative candidates received during the last presidential election. Right-wing organizations hope to raise 38 million to support Birch candidates in the upcoming November elections.

In addition, radio and TV programs under right-wing sponsorship are deluging listeners with over 10,000 programs a week attacking labor unions, the Supreme Court, the Federal government, Civil rights, the United Nations and local PTA's.

Trade unionists and all American citizens can do something to silence the attacks on these institutions by the right-wing element. They must be rebuffed at the polling booth by a sound majority of American voters.

The annual job of fitting-out Great Lakes ships is a well-known procedure to those SIU members who sail in the Great Lakes District. It involves getting the huge ships, which have been in layup over the long winter months, back in tip-top shape for the spring shipping season. Much of the flavor of spring fit-out is captured in the photos shown on these pages.



Wiper Alix H. Fattah, who sails aboard the William Reiss, checks call-back list in Detroit hall.



Toledo SIU patrolman Don Cubic waves to crew when the steamer J. F. Schoellkopf Jr. departed from Toledo with first load of coal of season. Cargo was bound for Bay City, Mich.



Watchman Dennis Frarck rigs life ring in brackets aboard the Henry LaLiberte in preparation for first 1966 voyage.



Wheelsman Angus MacDonald distributes life jackets aboard Buckeye Monitor during fit-out.



Larry Trembley, 2nd cook, sets table for lunch aboard Diamond Alkali before leaving Toledo, O.



SIU oldtimer Arne Graham, wheelsman aboard the Henry LaLiberte, secures carbide can.



Fireman Eino Autio keeps careful watch on firebox in the Buckeye Monitor's engine room.



As the 1966 fit-out got underway, SIU Great Lakes District members carefully checked seniority call-back lists posted in each Union hall on the Lakes. Photo above was taken at the SIU Detroit hall.

Seafarers Under Way on the Great Lakes ...1966



Ships have always held a strong attraction for children and the huge Great Lakes carriers Reiss Brothers and William A. Reiss, shown here during fit-out at Toledo, are no exception.



Cook Ben Williams has the Buckeye Monitor's kitchen in top shape and turns his attention to the noon meal.



Chow time aboard the Buckeye Monitor found the SIU crew digging in with gusto. They are (clockwise): Eino Autio, Lee Rowell, Loyde Jenson, Howard Basley, Bob Fouchy, Gary Dunn, Sheldon Fontaine.



Last chore to be done before sailing is casting off, and J. F. Schoellkopf, deckhand, scrambles back aboard quickly as ship gets ready to begin another busy season on the Lakes.



Buckeye Monitor's bow section towers high above dock at Detroit where the vessel was prepared for new season.



SIU Detroit patrolman Paul Simms (left) checks out crew seniority with oiler Burton Knudson aboard Buckeye Monitor before ship sailed on season opener.



Coast Guard inspector views Seafarers manning the LaLiberte lifeboat.



Y. Nabasama, vice-president, Japan Seamens Union, watched Lakes fit-out.



Following an SIU Great Lakes District membership meeting, Lakes Seafarers Duncan MacKay and Urban Reddinger chatted with SIU-GLD secretary-treasurer Fred Farnen.



Fireman Eino Autio demonstrates the action of the dump grates for SIU patrolman Don Bensman while the Buckeye Monitor was being fitted out at Detroit.



Sheldon Fontaine, Bob Fouchy scrub down Buckeye Monitor pilot house.



Oldtimer Arne Graham and Don Olsen bring up liferings on LaLiberte.



Cook Arnold Kempainen trims fat from roast in galley of the Henry LaLiberte.



Tim Maddon (right) ships as ordinary on the Platt Jr. His brother Tom is with him.



Cooks aboard the SIU Great Lakes District-manned Diamond Alkali prepare to pull a roast from galley oven to provide fit-out crew with hot noon meal.



Waiting for spring fit-out to get underway, SIU Great Lakes District seamen enjoy cards, chess, checkers and other recreational pursuits at the Union hall in Detroit, Michigan.



Crewmembers aboard the Henry LaLiberte lower away lifeboat during drill testing techniques and equipment to assure that all on vessel is shipshape.



Huge elevators on the Lakes discharge grain cargoes directly into Lakes carriers' enormous holds. Grain, along with coal and iron ore, is major Lakes cargo.



Herb Jacobs, 2nd cook aboard the Buckeye Monitor, sets up table for crew lunch with fresh fruit and vegetable dishes and other important taste treats.

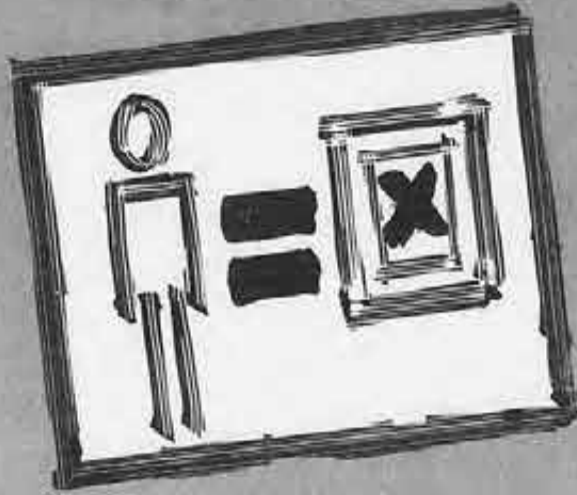


Porter Bill Heinz (standing) supplies seniority into to Detroit SIU patrolman Paul Simms aboard the Buckeye Monitor. Call-back is handled on a seniority basis.



Crewmembers of the Henry LaLiberte muster on ship's afterdeck for Coast Guard inspection of the vessel's equipment. Fit-out puts equipment back in top shape after long layup.

ONE MAN-ONE VOTE



EQUAL representation for all voters is a basic democratic principle. But in most State legislatures, this principle long has been violated in such a way that rural areas are over-represented, while city and suburban voters are under-represented.

Thus, a small minority of rural area voters often is able to block the needs of the urban majority—which means seven out of 10 Americans—by dominating the State legislatures. The badly apportioned State legislatures fought against attempts to reapportion themselves to make them more representative, because those in power did not want to relinquish the control they had under the existing system.

In 1962, the U.S. Supreme Court opened the way to correct this inequity in our political system. The Supreme Court ruled that federal courts could require reapportionment of a State legislature. Then, in 1964, the Court held that population must be the only basis of apportionment of State legislatures. The 1964 Supreme Court ruling said:

"Legislators represent people, not trees or acres. Legislators are elected by voters, not farms or cities or economic interests. As long as ours is a representative form of government and our legislatures are those instruments of government elected directly by and directly representative to the people, the right to elect legislators in a free and unpaired fashion is a bedrock of our political system."

Therefore, the court declared, the "equal protection" clause of the 14th Amendment of the U.S. Constitution "requires that the seats in both houses of a bicameral state legislature must be apportioned on a population basis," which means on the basis of "one man-one vote."

To date, 37 states have complied with the one man-one vote ruling and court actions are under way to force the remaining states into line with the reapportionment decision.

The issue of one man-one vote is the concern of all American workers, as it is of all Americans. Here are some questions and answers which may be helpful to an understanding of this highly important fight for equal representation for all:

How are legislatures set up?

Representational districts are established within certain geographical boundaries. Legislative seats are then apportioned among the districts.

What is the meaning of the one man-one vote principle?

The one man-one vote principle holds that legislative seats must be apportioned on the basis of population only—the vote of one man should be of the same value as the vote of another whether he lives in a rural or an urban area.

Isn't this already the case in the U.S.?

No. As a result of the failure of states to reapportion themselves to account for heavy population shifts from

rural areas to the cities, the majority of state legislatures have been controlled by a minority of citizens in rural areas. In the California state senate for instance, members representing 11 percent of the state's population could produce a majority of voting strength. In Arkansas, 14 percent of the people could elect a majority in the upper house, while 33 percent could control the lower house. In Illinois, 29 percent of the population could control the upper house. In Vermont, only 12 percent of the state's voters could control the lower house.

A recent survey showed that of the 50 states, only in 19 did 35 percent or more of the population elect a majority of the members of both houses of the legislatures. Even in these 19 states only a few came anywhere near true representation.

What does this mean to American labor?

Because most workers live in cities today, and the city populations were grossly under-represented in state legislatures, the American worker has suffered the most from malapportionment. State legislatures controlled by a small minority of rural voters meant that American workers in the cities were largely disenfranchised—their votes did not count, their needs remained unmet because minority-controlled rural-oriented legislatures have been unwilling and unable to cope with the increasing problems of the growing urban areas.

In Michigan for example, prior to the recent court-ordered reapportionment, a bill to provide an unemployment insurance increase of \$3 was killed by senators representing only 2.4 million voters—in spite of the fact that the bill was supported by senators representing 3.5 million voters. It is also interesting to note that 16 of the 19 states that currently have anti-labor "right-to-work" laws also represent some of the worst cases of control of the state legislature by a rural minority.

What was the Dirksen amendment?

This was a proposed amendment to the United States Constitution, introduced and supported by Senator Everett McKinley Dirksen (R-Ill.). It was defeated recently in the Senate for the third time. The Dirksen amendment would have blocked the Supreme Court's one man-one vote reapportionment decision and preserved the old "rotten borough" legislatures—the term for legislative districts which no longer have sufficient population to justify the representation allotted to them.

Why is legislative reapportionment on a one man-one vote basis necessary for the nation as a whole?

Every citizen's vote should be weighted equally. Reapportionment is long overdue and made increasingly necessary by the continuing shifts of population from rural areas to cities. This population shift has produced problems of housing, schools, mass transit, air and water pollution and recreation with which conservative rural-oriented legislatures are unable and unwilling to deal.



The Fight for Equal Representation

Ships at Sea

The crew of the Del Norte (Delta) will be viewing plenty of movies if Meeting Secretary **Bill Kaiser** has his way. Bill reports he just rented 22 films in Houston and there is still a total of \$131.44 in the ships fund. **Henry B. Donnelly** of the Steward department replaced **Kurt K. Binemanis** as ship's delegate. Kurt resigned while the ship was in New Orleans. The Steward department was awarded a vote of thanks for their fine Easter lunch which consisted of grilled steaks, colored eggs, baked potatoes, smoked sausages, salads, fruit punch and lots of trimmings. Everything is going well as the ship heads for a New Orleans payoff, via Houston.



Donnelly

Pete Patrick on the Erna Elizabeth (Albatross Tankers) says the vessel is headed for Singapore to take on fuel oil before heading for the Persian Gulf. All were reminded by ship's delegate **J. K. Coats** to return all linen at exchange. The men expect to be using the recreation room soon. Steward delegate **J. R. Diaz** told the brothers that the second cook has been busy spraying the head and store rooms to keep down insects as well as possible.



Diaz

A good crew of Seafarers took most of the problems out of a rough voyage to Greece. **O. P. Oakley** on the Platte (Bulk Trans.) says the men can't wait for the new washing machine and that the company has also promised a new ice cube machine. It was the first trip for the ship in over three years. **William E. Scott** says, "It's always rough on a ship that's been out of service for a long time and considering everything there were few beefs."



Scott

C. A. Bellamy says that the Transbay is going to try and obtain an agitator for the crew washing machine in Bombay. The old agitator was broken and the crew's laundry is piling up. **F. S. Paylor, Jr.** noted that the overtime sheets that were brought on board at payoff are to be returned to the ship's delegate. Motion made to keep non-crew-members out of crew's quarters.



Bellamy

Stories about Seafarers eating some of the best food on earth keep coming in and the crew aboard the Rebecca is no exception to this rule. **Freddy**, the chief cook on the Rebecca, was given a big thanks from the crew for doing such a good job. In other news from the ships, keys have been made for the forecastles and everyone on board can have one. **Ted Weems** recommended a vote of thanks to the crew for assistance given to a sick pumpman and the quick dispatch of him to the Azores. **Fred Isirel**, meeting chairman, reports that everything else on the ship is running smoothly.



Weems

Ship's delegate **John Pennell** reports that the crew of the Penn Sailer (Penn Lines) have been receiving their mail and logs regularly and hope this good mail service will continue during their long voyage on the Persian Gulf. New mattresses were delivered in Houston and they will be distributed to the crew after the ship puts out to sea bound for Bombay. Voyage repairs were handled in Houston and there was a vote of thanks to the entire steward department by the crew. **Colie Loper, Jr.**, who is the steward department delegate, is one of the Brothers responsible for putting out the good food.



Loper

LOG-A-RHYTHM

Things

By John Liebman

*Slices from childhood and slices from yesterday
Were the things of the seaman's dream,
And the difference in between
Were far divided by the unrecalling years
Barren and spent in the bitter whirl of memory.
Years which also divided and split
Into unrecognized months and weeks
Leading fast to bleak today,
An entity now because of age and fall
Breaks to seconds ticking.*

*Revolving around a world, these dreams,
Broken like all things by chance missed,
Women unloved in other ports, thoughts unsaid,
Chances missed, opportunities flown,
Which all but the smug can look back upon.
The smug whose bland faces
Sustained by paste and suspenders,
And above all things that waste that prompts
Fair lives to blacken, engines to rust,
And greatness lost to ineptitude.*

*Dreams that do not fold 'twixt spaces
Like neat letters creasing,
Reflections cleaved with rotting paper,
After the crease unread and molding,
As if were never written.
Not so the dream beyond recall
Portraying houses, rooftopped by blank windows,
Evaporated by memories of the quay,
Though returning with the day
In all their vague and mellowed misery.*

*Racked and mangled by modern taste,
Built with undefinable greed
And place on an uncomprehending earth,
They stood like the dream,
Resembling the age and its misery.
Age claims and does not renew
Even with the pleasantry of oldness and russet,
Far gone things of youth missed and unreclaimed,
For once things are necessarily spent
And seldom find their past in yesterday.*

Coffee Break Before Long Voyage



With only a few hours left before the Steel Designer leaves for a round-the-world trip, Second Electrician **Eugeniusz Sieradzki** and Chief Electrician **Ronald Garrecht** (left to right) relax over a cup of coffee. While the Seafarers were readying for the voyage, professional divers were busy checking the vessel's hull.

PERSONALS

Wyatt Lewis

Please contact your sister in Houston or your brother in New Orleans on an important matter involving your late father's estate.

Merrill Rabon

Your friend, **Tucker Daly**, still has your leather suitcase at his home in Seattle, but he is changing addresses and would like you either to drop by and pick up your gear or send him your address, so he can tell you where to pick it up.

Willy Baron

Your father would like for you to get in touch with him very shortly on important family matters.

John R. Blow

Mike, Horace, Bill and David have left their duffel bags at your house and have tried to call you on several occasions to find out when you would next be home. Would you write them as to when it would be convenient for them to drop by and pick up their stuff.

Trip Home Delayed

Carlos Camino would like to inform all his seafaring friends in New York that he is taking a short vacation in Hong Kong and will not be home for at least three weeks.

Martin Silvia

Please contact your wife as soon as possible at 717 Lippit Street, Bo Obero, Santurce, Puerto Rico.

George Lafleur

Please contact your mother, **Mrs. J. B. Lafleur** at 614 East Long Street, Ville Platte, Louisiana, Zip Code 70586.

William Sallinger

Your sister-in-law, **Mrs. Deelee Serakowski**, would like to get in touch with you. Her address is 1775 Davidson Avenue, Bronx, New York 10453, Phone CY 9-6205.

Smitty Jones

Please contact your sister immediately.

Bill Link

Please contact **Dick Maley** at 4351 NE 15th Terr., Pompano Beach, Florida.

Friends of Charlie Goldstein

Friends of **Charlie Goldstein** can contact him at Doctors Hospital, Freeport, Long Island, New York. He has entered the hospital for a checkup and would like to hear from former shipmates. His home address is 1055 Boulevard, East Weehawken, New Jersey.

Whitey Merineth and Jimmy Kovatis

Thomas "Okinawa" Maynes requests you call or visit him in the Methodist Hospital, Room No. 609, Minor Bldg., 6th St. & 7th Ave., Brooklyn, New York. He says it is very important. Brother Maynes would like his friends and Brothers to visit him. The phone number is 780-3624.



Golfing Bosun Keeps Clubs on Ship And Wins Cup At Le Havre Match

To Bosun Mac McCall, professional Seafarer and amateur Golfer, carrying his golf bag and clubs along on an SIU ship is just as ordinary as the next man packing an extra shirt. Any time Brother McCall has a few days on the beach, he makes a beeline for the links—and sometimes he meets interesting people, in addition to the pleasure derived from the sport.

In fact, Mac got married that way.

"I was playing on the Lincoln Park Course in San Francisco," he explained, "and we were looking for another player to fill out the foursome. Everybody in the group knew I didn't like to play golf with women, but the name 'Jerry' came up on the board, and we accepted it. This 'Jerry' turned out to be a woman and a good golfer to boot. My face fell at first, and I ended up marrying her."

Brother McCall started off as a caddy in his hometown of Fairmont, Minnesota, and he returned a few years back to shoot the best score of his life, a three under par. Usually, Mac is a seven handicap man, and his favorite course is the Royal Singapore Country Club.

And there was another golf course which Mac remembers fondly.

"I had just arrived in Le Havre, France," Seafarer McCall said, "and went out to the country club to play a few rounds. When I talked to the pro, he told me they were having a big tournament and they invited me to play in it. I thought it damned gracious of them. I had only explained that I was a sailor and a stranger and would enjoy a round of golf.

Won the Trophy

"I will never forget that tournament," Brother McCall went on to say. "It was one of my best days. I shot a 73 and won a trophy, the trophy that had been donated to the club by the ex-president of France, Rene Coty. I understand that Coty is dead now, but apparently during his lifetime and under the terms of his will, a trophy is given in his memory at this particular country club. Anyway, I went home with it and was darn proud to show it to my golfing spouse. Although things like that don't happen every day, each time I get out on the links I meet some new character."

Mac, like all sportsmen, has his own theory on the game of golf; but unlike most enthusiasts, he has no formula for holding the club, for stance, follow-through and all those things which fledgling golfers get in the form of lectures when they take lessons from a pro. This golfer-Seafarer believes that success on the greens is more or less a natural thing.

When asked about his theory of what it takes to make a good golfer, Brother McCall just shrug-



Bosun Mac McCall makes sure his golf clubs are aboard the Steel Designer before the ship takes off for a round-the-world trip.

ged and said, "Actually, I've got no theory at all. Just like in so many other fields, a man's got to learn the fundamentals; that goes without saying. After that, he can

either play or he can't.

"But any way you cut the cake," Mac concluded, "whether your ambition is to break a hundred or seventy, if you like the game, you'll have a good time playing. There's some great sense of rapport between people who frequent the links and get together at the nineteenth hole for drinks and conversation, like the time after the tournament in Le Havre when I was socializing with the French golfers after capturing their trophy. I don't even speak any French, but after all, we were probably speaking a universal language—the language of golf."

SIU Lifeboatmen Graduate



Graduates of SIU Lifeboat Class No. 150 gathered to have their photo taken after completing the Harry Lundeberg School of Seamanship's lifeboat training. Latest graduates include (seated, l-r) Bartol Cruz, Justin LaDico, Jeff Heisler, John Griffin and Paul S. Howe. Standing (l-r): Walter Shulski, Jose A. Caballero, Michael Rucker, Samuel Robinson and class instructor Arni Bjornsson.

SIU ARRIVALS

Yvonda Kay Garland, born September 14, 1965, to the Paul Garlands, Johnson City, Tenn.

Bonnie Theresa Laffarque, born February 2, 1966, to the Lawrence Laffarques, New Orleans, La.

Jeffrey Keith Foreman, born December 1, 1965, to the George H. Foremans, Belhaven, N.C.

John Wayne Bryant, born January 27, 1966, to the George H. Bryants, Seattle, Washington.

Lisa Sican, born October 24, 1965, to the Alfredo C. Sicans, Seattle, Washington.

Reinaldo Roman, Jr., born January 3, 1966, to the Reinaldo S. Romans, Brooklyn, New York.

Donna Ann Lasalle, born January 16, 1966, to the James Lassalles, N. Bergen, New Jersey.

Dawn Ann Sconfienza, born October 13, 1965, to the Frederick Sconfienzas, Union City, N. J.

Carlos Ignacio Ramirez, born January 1, 1966, to the Lius Ramirezs, Caguas, P. R.

Carren Denise Fike, born January 31, 1966, to the Larry Fikes, San Pedro, Calif.

Tammy Jane Cook, born October 13, 1965, to the Lewis T. Cooks, Glen Burnie, Md.

Carolyn Janet Rumball, born November 9, 1965, to the Robert F. Rumballs, Erie, Pa.

Dean Albert, born March 26, 1966, to the Maurice Alberts, Mobile, Alabama.

John Funk, born March 19, 1966, to the John E. Funks, Staten Island, New York.

Christine Walsh, born December 13, 1965, to the John J. Walshs, Cleveland, Ohio.

Shelantha Ross, born March 5, 1966, to the Leo G. Ross, Gretna, La.

Christine Lesch, born December 3, 1965, to the Gerald G. Leschs, Chicago, Ill.

Carlos Racheco, born March 18, 1966, to the Angel C. Paschecos, San Francisco, Calif.

Edna Benitez, born February 19, 1966, to the Ramon Benitez, Puerto Rico.

Dorothy Harris, born February 25, 1966, to the O. W. Harris, Conroe, Texas.

Nancy Bankston, born December 19, 1965, to the Jerry Bankstons, Ocean Spring, Miss.

Tinay Fleck, born February 16, 1966, to the Raymond Flecks, Alpena, Mich.

Terraine Mark Saunders, born March 4, 1966, to the Wendell Saunders, Baltimore, Md.

Allen Robert Stadnick, born December 13, 1965, to the Robert Stadnicks, New Orleans, La.

Janice Lynn Greece, born April 5, 1966, to the Odis Greeces, Jr., New York, N.Y.

Stephen Ray Parker, born March 19, 1966, to the Jack R. Parkers, Basile, La.

Norman Sayer, born September 21, 1965, to the James Sayers, Mobile, Ala.

James Corcoran, born February 28, 1966, to the James H. Corcorans, N. Y., N. Y.

Erik Johansson, born February 19, 1966 to Sven Johanssons, New Orleans, La.

Diana Jo Tenney, born February 11, 1966, to the Earl Tenneys, Clearmont Harbor, Miss.

Arthur Wilken, born April 2, 1966, to the Pierre R. Wilkens, Clyde, Ohio.

SIU Crew's Efforts Cited In 'Life-Death' Race

(The following report of a death at sea and the efforts of the entire crew and captain to save a fellow seaman's life was sent to the LOG by Seafarer L. P. Hagmann, ship's reporter on the Globe Explorer. The story, though tragic in content, is illustrative of the teamwork displayed by all Seafarers in the face of an emergency.)

On April 26, 1966, the Globe Explorer while enroute to Augusta, Sicily for a shipment of bunkers, participated in a race with the Grim Reaper.

At 8:30 A.M. on this date, Hayden Crabb, the first assistant engineer from Fort Worth, Texas, suffered a heart attack while on the upper grating of the engine room. Engine department Seafarers immediately transferred him to his room and notified Captain Myron H. Meyers of his condition.

Mrs. Carolyn Meyers, the Captain's wife who was accompanying her husband on the voyage and is a registered nurse, immediately assumed charge of the patient and began to apply artificial respiration.

Meanwhile, Captain Meyers had Radio Operator J. Winn appeal for medical help over the air. Several ships in the area responded to the call for assistance, but the Italian passenger liner Michaelangelo, out of Gibraltar and bound for Naples, was the nearest vessel and accepted the responsibility of advising Mrs. Meyers what to do. At the same time their ship's doctor was handling the medical end, Captain Meyers was arranging for a rendezvous with the Italian vessel.

Chief Engineer James A. Ada rigged up an oxygen tank and had his third assistant and an SIU wiper standing by to see that the proper amount of oxygen was being released from the tank.

SIU crewmembers stood by in relay teams to administer artificial respiration and serve as messengers between Mrs. Meyers and the radio operator.

At 12:15, rendezvous was made with the Michaelangelo. Upon examination by their physician, Crabb was pronounced "finished with the engine." It was to our sorrow that we lost the race.

At 12:45, the body was removed to the Michaelangelo to be taken to Naples and from there sent back to the United States.

We as Seafarers are proud to be under the command of Captain Myron H. Meyers and the other officers aboard who did everything possible to save the engineer's life. And to Mrs. Meyers, the entire SIU crew wishes to extend their thanks for her spirit in not giving up, until the doctor arrived and pronounced Hayden Crabb "finished with engine."

To the officers and crew of the liner Michaelangelo, we can only say, "Good sailing, and may we meet again some day, when our meeting will not be marred by sadness."

WANTED

PHOTOS, LETTERS, STORIES—FOR THE SEAFARERS LOG SEND 'EM IN ... SEAFARERS LOG 675 FOURTH AVE. BROOKLYN, N.Y. 11232

Seafarer Urges Govt. Protect Fishing Areas

To the Editor:

I'd like to say I thoroughly support efforts being made to extend the territorial limit of the United States to 12 miles instead of the present three-mile limit.

Foreign countries are doing more to protect fishermen than our government. Russia, in addition to taking fish away from Americans are using small nets which catch young fish, killing breeders of future fish. This will endanger the fish supply in coming years.

American fishermen are being deprived of their livelihood and consumers robbed of an important part of their diet. U.S. fishing fleets are not permitted to get so close to other countries so why can't our laws be just as strict?

John M. Riley

Seafarer's Widow Fond LOG Reader

To the Editor:

I would like to let you know how much my late husband, S. A. Lenzner, enjoyed reading the LOG. He always read it from beginning to end, and now that he is gone, I still read it myself. It's sort of my way of keeping up with the Union that did so much for our family. Thanks for everything.

Adele Lenzner

LETTERS To The Editor

Welfare Plan Aids Seafarer's Wife

To the Editor:

I wish to express my gratitude on behalf of my husband, Herbert P. Knowles as well as myself for your welfare plan. The welfare plan has shown me every courtesy while having to be hospitalized for surgery twice in the past five months. It is indeed gratifying to know that the SIU welfare plan takes care of not only seamen, but their families as well.

Mrs. H. P. Knowles

Urges No Changes In Load Line Rules

To the Editor:

In the April 15th issue of the LOG there is an article about the raising of the Plimsoll Mark, something that 60 nations agreed upon at a convention in London, England.

Is such raising of the Plimsoll Mark not detrimental to the safety of the men who sail on those ships?

It means that more cargo will be allowed to be put on the ships ride heavier in the water, also it causes more strain on the ship in heavy seas thereby making the ship more likely to sink in heavy weather. If the ship springs a leak, it would have less buoyancy to stay afloat on the ships pumps.

Raising of the Plimsoll Mark seems inconsistent to all the talk about Safety on Ships, especially American ships.

I appreciate the fact that putting 10 to 20 percent more cargo in the ships will mean a lot more

profit for the owners and/or operators of those ships. Not 10 to 20 percent more profit but more likely 100 percent more profit, because the first 80 percent of the cargo carried goes for operating expenses, the last 10 to 20 percent of the cargo carried is profit—then 10 to 20 percent more cargo carried means 50 to 100 percent, more profit per voyage.

Is there such a thing as water-tight hatch covers. Surely there is no air tight hatch cover to prevent the air from escaping if the ship springs a leak.

Let us not return to the days of "The Floating Coffins" as those overloaded ships were called during Samuel Plimsoll's days. Let us leave the Plimsoll Mark as it was decided in 1930, for the safety of the men who sail the ships.

A Log Reader (Name Withheld on Request)

Urges Limitation On Plimsoll Mark

To the Editor:

I noticed in the LOG of April 15, that a movement is underway in international circles to raise the Plimsoll mark, which would enable ships to carry more cargo. Although the convention has cited all the advantages of such a move, I personally think that the situation requires careful thought, involving individual studies of each ship being affected.

I would be the first to admit that probably the majority of vessels now carrying oil and cargo could safely increase their tonnage without any adverse effects. This would, of course, have its advantage in the fact that ships could work more efficiently, which might prompt American-flag companies to expand their fleets.

However, I have seen many freighters and tankers that are now already overloaded; and if they get the go-ahead to raise their Plimsoll Mark, the safety of seamen will be jeopardized. While most operators would not purposely endanger the lives of their crews, there are those, as I'm sure all Seafarers are aware, who would do anything for the Almighty Dollar—even risk human lives. I am especially thinking of foreign-flag operators, who have already demonstrated their flagrant disregard of proper safety standards. And for that matter, there are a few American-flag operators who just might hang the dollar on the mast above the safety standard.

I have no truck with the run-away-flag operators, but I do not want to see any fellow seaman drown in stormy seas, because a new international convention has allowed ship's operators to overload their ships. Since the vessels are insured, only the owners would benefit from an excess of cargo.

So let this new convention regulating the raising of the Plimsoll Mark be applied to each ship individually according to individual needs, so that the lives of seamen will be protected. Such seemed to be the original purpose of the Plimsoll Mark when it was first brought into being.

Jeff Mareno

Experiences During Seafaring Life Enlivens Deckman's Short Stories

Gerald Spafford is a Seafarer who has learned how to put his spare time aboard ship to good use. Spafford spends his off hours writing and has recently published another short story, this time in *Manhunt Magazine*.

"I get my material from my experiences and observations while aboard ship and in foreign ports of call," said Seafarer Spafford who sails in the deck department. "What I write has more or less depended on my background at sea. I couldn't have written it otherwise."



Spafford

Brother Spafford explains that he does most of his writing during his off hours while aboard the ship. Although he prefers to use a typewriter, he says that he often has to do all his writing in longhand, since the rattling of a typewriter doesn't allow his cabinmates to get any sleep.

Typewriter Disturbing

"I really can't blame them at all," said Spafford. "While most of them don't mind the light burning while they're racked out, a typewriter is just another thing. So I solved the problem by sticking to the fountain pen or pencil, and shipping the stuff home to my wife to type up. In that way, it's ready for me when I get home."

"But," said Spafford, "I am beginning to get personal letters from the editors which anyone who has attempted writing knows to be a good sign. At the outset, all I received were the printed slips with the bad news on them; and when you get specific comments from the book houses, you know you are making progress."

Pens Short Story

The deck department Seafarer, who was born in Manhattan and now makes his home in Astoria, called his recently published story "Dunlop's Revenge," although the magazine editor later changed its title to "Blood Brother."

Brother Spafford set out at the age of 19 to pursue a life at sea. At first, he walked the waterfront stopping at each shipping office until they finally signed him on a Panamanian vessel. "Brother, was it bad," he said, "terrible conditions. Now that I'm used to the conditions on American-flag vessels, I would never go through that again."

"On my last trip," Spafford continued, "I ran across quite a sight that might or might not be good material for another story. The Malaysian and the Japanese soccer teams had just finished a soccer match and were having dinner together, when a real old-fashioned brawl broke out. I think that one team accused the other of rough tactics in the game, but whatever caused the ruckus, it was quite a sight."

Game Spirit

"Tables were overturned, bottles were flying through the air and fists were swinging. The incident took place on a big lawn patio overlooking the Malabar Hotel in India where I was then staying. If I cooked up a yarn about that, I

believe I'd call it 'Game Spirit'—even though I never did find out who won the game. I didn't find out who won the fight either, because they were still swinging when I pulled out."

Spafford has worked on many newspapers before he made seafaring his career. One of the major events he covered was the Trans-Pacific Yacht race, while he was employed by the Hawaiian Watersports News. He started on the paper by selling ads and ended up as advertising manager still taking time out to write feature stories.

And when you get down to it, there are very few places aboard a ship where a man can get enough privacy to get any writing done. Then, too, there's the diffi-

culty when a ship is pitching and rolling, and the chair keeps sliding across the floor so that a person can hardly stay in it. Once, though, I started using the utility room amidship, which was used during the day as a tool storage area and a barber shop. That worked out fine, but it was an exception."

Although Brother Spafford has published several short stories and articles, he has also had his discouraging moments. Like all authors, he has had his share of stories turned down by publishers, and Spafford boasts of "a suitcase full of rejection slips." Too, he has completed three novels in the last three years, which are still making their rounds of the various publishers.

FINAL DEPARTURES

John J. Davies, 71: Brother Davies passed away in Seattle, Washington where he had made his home for the past 39 years. Death came in March at the Seattle USPHS Hospital from Pneumonia. He sailed with the steward department as a utility messman.



Davies

He is survived by his son, James A. Davies of Kirkland, Washington. Brother Davies was cremated at the Bleitz Crematorium in Seattle. He had joined the Union in 1948 at the Port of New York.

Robert Andrew Barrett, 57: Brother Barrett passed away in January, 1966 at the Long Island College Hospital in Brooklyn, New York. He sailed with the engine room as chief electrician. Death resulted from a heart attack. A native of New York City



Barrett

he had over 25 years at sea. Brother Barrett joined the Union in New York in 1943. Survivors include his wife, Doris Mary Barrett and their daughter, Susan.

Alfred Stout, 63: Brother Stout died in New Orleans of Pneumonia. He was a member of the SIU for the past

20 years and maintained his home in New Orleans for most of his life. He was born in Illinois and joined the union in New Orleans. He sailed with the SIU in the deck department. During the second World War he saw a great deal of action as a member of the U.S. Navy. He is survived by his sister, Nora Clark of Urbana, Illinois.



Stout

Edward Saladyga, 43: Brother Saladyga passed away in his home in Buffalo, New York which was his place of birth.



Saladyga

He died in February, 1966 from heart failure. Brother Saladyga joined the Union in Detroit, Michigan in 1960 and sailed in the engine room. He is survived by his brother Joseph Saladyga of Cheektowaga, N. Y. He was buried in St. Stanislaus' Cemetery in Cheektowaga.

Rudy Catungal Dulay, 53: Brother Dulay died in Saigon, Vietnam at the 3d Field Hospital on December 30, 1965. He had been taken there from his ship, the Antinous. The cause of death was heart failure. Brother Dulay was a messman and joined the Union in 1960 at the Port of New York. He was born in Philippine Islands. His wife, Mrs. Yuriko Tsujimoto Dulay of Yokohama, Japan survives him.



Dulay

Carl Bush, 68: Brother Bush came to this country from Austria and sailed on the tugs of the Chesapeake Bay Towing Company.

He was a member of the deck department and lived in Chesapeake, Virginia. Brother Bush is survived by his wife, Effie Wright



Bush

Bush of Chesapeake, Va. His death was attributed to a lung disease and burial will take place in Chesapeake.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New York June 6—2:30 p.m.
- Philadelphia June 7—2:30 p.m.
- Baltimore June 8—2:30 p.m.
- Detroit June 10—2:30 p.m.
- Houston June 13—2:30 p.m.
- New Orleans June 14—2:30 p.m.
- Mobile June 15—2:30 p.m.
- Wilmington June 20—2 p.m.
- San Francisco June 22—2 p.m.
- Seattle June 24—2 p.m.

Great Lakes SIU Meetings

- Detroit May 16—2 p.m.
- Alpena May 16—7 p.m.
- Buffalo May 16—7 p.m.
- Chicago May 16—7 p.m.
- Cleveland May 16—7 p.m.
- Duluth May 16—7 p.m.
- Frankfurt May 16—7 p.m.

Great Lakes Tug and Dredge Region

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

SIU Inland Boatmen's Union

- Philadelphia June 7—5 p.m.
- Baltimore (licensed and unlicensed) June 8—5 p.m.
- Norfolk June 9—5 p.m.
- Houston June 13—5 p.m.
- New Orleans June 14—5 p.m.
- Mobile June 15—5 p.m.

Railway Marine Region

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

United Industrial Workers

- New York June 6—7 p.m.
- Philadelphia June 7—7 p.m.

- Baltimore June 8—7 p.m.
- ‡Houston June 13—7 p.m.
- New Orleans June 14—7 p.m.
- Mobile June 15—7 p.m.

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

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 SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 723-8594
 SEATTLE, Wash. 2505 First Avenue MA 3-4334
 ST. LOUIS, Mo. 805 Del Mar CE 1-1434
 TAMPA, Fla. 312 Harrison St. Tel. 229-2788
 WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

COEUR D'ALENE VICTORY (Victory Carriers), March 14—Chairman, C. Wheat; Secretary, F. Pehler. No beefs reported by department delegates.

WALTER RICE (Reynolds Metals), April 1—Chairman, P. T. Maldonado; Secretary, W. B. Yarbrough. Ship's delegate reported that this was a good trip. Matter of steward doing carpenter's work will be turned over to patrolman.

WARM SPRINGS (Columbia), March 30—Chairman, C. J. Burns; Secretary, Lang M. Kelly. Ship's delegate reported that there were some beefs and will try to get them settled upon arrival in port. Patrolman to be contacted about money drawn in Saigon and Taiwan. Food beef to be straightened out.

YORKMAR (Calmor), March 29—Chairman, J. K. Sheets; Secretary, J. Marshall. No beefs reported by department delegates. It was suggested that the company supply bed springs for bunks. Vote of thanks to the steward department.

ALCOA RANGER (Alcoa), April 8—Chairman, Henry W. Miller; Secretary, Carrol Martin. \$88.36 in T.Y. fund. Few hours disputed OT in deck department. Motion made to negotiate with steamship companies for a day to day pay, regardless what articles a crew signs on.

PENN EXPORTER (Penn Shipping), February 8—Chairman, Durrell McCortvy; Secretary, Z. A. Markris. No beefs reported by department delegates. Motion made to have negotiating committee try to negotiate for a retirement program for seamen regardless of age if they have the sea time. Petition will be made up and signed by crewmembers for the retirement program and will be sent to headquarters. Brother S. F. Sokol was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done and for trying to keep crew happy with good food and service.

SAN FRANCISCO (Sea-Land), April 11—Chairman, Juan S. Rueda; Secretary, D. C. Mann. Ship's delegate reported that there was 2 hours disputed OT to be taken up with patrolman. Beef on distribution of OT in engine department. Steward complimented the crew for their cooperation, and for being one of the best crew he has sailed with.

DEL MONTE (Delta), April 30—Chairman, Howard Menz; Secretary, Albert Espenada. \$2.90 in ship's fund. No beefs reported by department delegates. Vote of thanks to the ship's delegate for a job well done.

STEEL EXECUTIVE (Isthmian), April 25—Chairman, P. Seruyk; Secretary, H. L. Bennett. \$18.00 in ship's fund. Some disputed OT in each department. Vote of thanks extended to the steward department for a job well done.

ROBIN LOCKSLEY (Moore-McCormack), March 26—Chairman, Frank Nyatt; Secretary, Luther Gadsden. Ship's delegate reported that everything is in good shape. Few hours disputed OT in engine department.

PENNMAR (Calmor), April 18—Chairman, C. C. Sypher; Secretary, Joseph Mereder. No major beefs reported. Patrolman to be contacted regarding clarification on working rules for oilers in port. Letter sent to headquarters to that effect. Discussion held on retirement pension plan. Seeking information on progress.

DEL NORTE (Delta), April 10—Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship's delegate resigned in New Orleans. \$181.04 in ship's fund and \$13.50 in movie fund. Brother Henry B. Donnelly was elected to serve as new ship's delegate. Vote of thanks to the steward department for the Easter Barbecue.

KEVA IDEAL (Ideal Cement), April 3—Chairman, John Parks; Secretary, None. Brother Verdis C. Smith was elected to serve as ship's delegate. \$98.55 in ship's fund. No beefs reported by department delegates. \$89.00 donated by crew for flowers for crewmember's deceased wife.

STEEL ARTISAN (Isthmian), April 16—Chairman, Fred Tyson; Secretary, Pete Molleggi. Ship's delegate reported that everything is running smoothly with no beefs. \$6.31 in ship's fund.

MERRIMAC (Merrimac), December 19—Chairman, C. A. Welch; Secretary, Paul J. McGahara. Brother C. A. Welch was elected to serve as ship's delegate. Some disputed OT in engine department.

SPITFIRE (American Bulk), January 15—Chairman, A. E. Weaver; Secretary, W. R. Morgan. No beefs reported by department delegates.

PECOS (Pecos Transport), March 27—Chairman, S. Henka; Secretary, E. C. Caudill. \$20.00 in ship's fund. Vote of thanks to crew messman and pantryman for doing a good job. Discussion regarding holding a safety meeting.

ALICE BROWN (Bloomfield), April 13—Chairman, W. W. Perkins; Secretary, F. J. Brink. Ship sailed short one A.B. and 1 oiler. Brother Thomas Gannon was elected to serve as ship's delegate. Vote of thanks to entire steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

CLAIBORNE (Sea-Land), March 31—Chairman, Henry Kopperamith; Secretary, James K. Purcell. Ship's delegate reported that everything is running smoothly with no beefs. Ship sailed short two men in the deck department from Puerto Rico. Vote of thanks extended to resigning ship's delegate. New ship's delegate to be elected. It was suggested that headquarters notify the membership what procedure is being taken on pension plan. Vote of thanks to the steward department.

DEL AIRES (Delta), April 22—Chairman, William T. Briggs; Secretary, F. R. Charneec. No beefs reported by department delegates. Bosun extended vote of thanks to the chief steward, Joe Powers, for the wonderful Easter luncheon.

LOS ANGELES (Sea-Land), April 23—Chairman, G. Castro; Secretary, J. Wolden. Ship won 1965 Safety Award. \$3.00 in ship's fund. Disputed OT in deck department to be taken up with patrolman. Ship's delegate resigned.

NEVA WEST (Bloomfield), April 17—Chairman, Arthur Rudnicki; Secretary, V. E. Monte. Brother Arthur Rudnicki was elected to serve as ship's delegate. No beefs and no disputed OT reported by department delegates.

STEEL SCIENTIST (Isthmian), April 10—Chairman, W. H. Hazrell; Secretary, F. S. Omega. No beefs and no disputed OT reported. Brother Angelo Maldonado was re-elected to serve as ship's delegate. There was a discussion about the shortage of water, and the ship's delegate will look into the matter.

SEATRAN TEXAS (Seatrains), April 17—Chairman, Robert Pionk; Secretary, O. Rios. Brother Pedro Del Valle was elected to serve as ship's delegate. No beefs reported by department delegates. Patrolman will be contacted regarding clarification on time off. Some disputed OT in deck and steward departments.

STEEL ADVOCATE (Isthmian), April 22—Chairman, R. Principe; Secretary, James B. Phillips. \$16.25 in ship's fund. Some disputed OT in engine department. Steward extended a vote of thanks to the crew for the donation given him due to death in family. Vote of thanks to the steward department.

UNFAIR TO LABOR DO NOT BUY

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

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

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)

Genesco Shoe Mfg. Co. Work Shoes . . .

Sentry, Cedar Chest, Statler

Men's Shoes . . .

Jarman, Johnson & Murphy, Crestworth, W. L. Douglas, Flagg Brothers, Kingston, Davidson.

(Boot and Shoe Workers' Union)

Tyson's Poultry, Inc. Rock Cornish Tyson's Pride Manor House-Safeway Wishbone-Kroger Cornish Game-Armour and A & P's Super-Right Cornish Game Hen

(Food Handlers Local 425 of the Amalgamated Meat Cutters & Butcher Workmen of N. America)

KNOW YOUR RIGHTS

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

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

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

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

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

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

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

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

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

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

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

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

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

ALL THIS HAPPENED

THE STORY OF AMERICAN LABOR

PART 2 of a Seafarers Log feature

THE decade of the 1920's was a time of danger for the American labor movement.

Employers emerged from World War I richer and more powerful than ever before and determined to weaken or destroy the unions. Times were good and the nation was soon committed totally to the "Roaring Twenties." Unions had experienced tremendous growth during the war years and showed increased militancy in the early post-war years. But under the rampant business expansion, speculation and high employment of the twenties labor militancy was tempered. Samuel Gompers died in 1924 and was replaced as AFL President by William Green. In the heady atmosphere of the Roaring Twenties employers returned successfully to their union busting tactics and open shop drives. Lethargy settled over American Labor. But not for long. In 1929 the Great Depression struck the nation.

THE strong anti-union attitudes of American business were felt as soon as World War I ended. Propaganda began almost immediately for the so-called American Plan, which was a scheme for the open shop. Business raised tremendous war chests to push for open shop legislation. Many employers resorted to blacklisting, labor spies and strikebreakers to destroy the unions. At the same time their union-busting tactics began to lean heavily on Company Unions and Yellow Dog Contracts. It was early in this anti-labor decade that the largest seamen's strike in American history up to that time took place.

In 1921 the International Seamen's Union went on strike against ship operators' attempts to cut wages by 25 percent, abolish the three-watch system and abolish overtime pay. Shipping was soon paralyzed from Maine to Texas and ships on the Pacific Coast found it difficult to recruit crews. However the shipowners received invaluable aid in breaking the strike from the U. S. Government Shipping Board, which declared that the lower rates would be put into effect aboard all Government owned or leased vessels. In addition, the shipowners got anti-strike injunctions from several friendly judges, pickets were restrained, and police along the struck coasts cooperated by jailing striking seamen for vagrancy and other charges. The strike was broken. Blacklisting, discrimination and other traditional anti-union abuses again became the way of life in the shipping industry.

Blacklists against pro-union workers became standard throughout American industry. To gain employment workers more and more often were forced to sign Yellow Dog contracts stipulating that they would not join a union. Com-



In 1929 the economy collapsed and the nation experienced the worst depression in history. Evictions of families were very common sights.



Determined to win union representation, workers in the 1930s fought the employers' strike-breaking and goon tactics with great militancy.

pany Unions, which benefited nobody but the employer, became common. Workers everywhere lost the gains they had made during the war. American business was riding high, imposing its will everywhere. Then came Black Thursday, October 24, 1929, the day the Stock Market crashed and shook the whole economic structure of the nation. The United States was plunged into the worst economic depression the world had ever known. The theory that the nation's welfare could depend on business interests to run the country was destroyed.

BY 1932, 14 million Americans were out of work. Factories across the nation closed their doors. Breadlines grew longer and longer. Banks foreclosed on mortgages and then closed themselves when the mortgages proved to be worthless. The Depression tightened its grip ever more firmly on the whole nation. The business-oriented Republican administration of Herbert Hoover was stunned and bewildered by the business collapse and the Government seemed incapable of taking action to alleviate the situation. All attempts to get business going again failed. The cries of starving unemployed workers and their families went largely unheeded and hunger walked the streets of the world's wealthiest nation. Stalked by hunger, the American people voted for a New Deal in 1932 and elected Franklin Delano Roosevelt President.

Where Hoover had offered aid to the business interests rather than the unemployed workers in the vain hope that money spent at the top would trickle down to the bottom somehow, Roosevelt recognized that the real suffering and greatest need was at the bottom of the economic ladder. To his reassuring words that "There is nothing to fear but fear itself," he added a more practical and important observation—"Our great primary task is to put people to work. . . ."

To put people to work, Government agencies were set up. The Public Works Administration (PWA)—later the Works Projects Administration (WPA)—put people to work building bridges, highways, dams and public buildings. The Civilian Conservation Corps (CCC) put young people to work on forest conservation projects. Many more people were put to work by other means. The National Industrial Recovery Act (NRA) was established to stimulate business through fair competition, control of production and price regulation so that business would not again run wild and bring about the downfall of the economy. As another way of regulating business the NRA established codes of minimum wages and hours and gave workers the right to organize and bargain collectively without employer interference.

THE NRA provided organized labor with a substantial boost after its membership had been thinned drastically by unemployment and general hopelessness. Union militancy revived as workers sought to obtain protection and security through union recognition. But the employers, even in the midst of their greatest debacle, refused to change their ways or give an inch to labor. Business refused to adhere to the codes of the NRA, which had no effective means of enforcement, and the Act was eventually declared unconstitutional. Labor received other protections to replace it however. The Norris-LaGuardia Act had already been passed in 1932 placing strict controls on the use of court injunctions as strikebreaking devices—thus eliminating to a large degree one of management's most effective and most abused anti-labor weapons. To this was added in 1935 the National Labor Relations Act or Wagner Act, which guaranteed workers the right to organize, to select unions to represent them and to bargain collectively with their employers. Management was prevented from forcing workers to sign Yellow Dog contracts, threatening workers for joining a union, discriminating against union men, refusing to negotiate with a union, hiring labor spies or using blacklists to eliminate pro-union employees.

These guarantees of labor's rights spurred union organization. Though this was the law of the land, the employers bitterly resisted and made every effort to smash the labor movement.

DESPITE the nation's new public policy in which the rights of labor were clearly spelled out in law, employers generally displayed the same vicious anti-union attitudes they had in earlier years. Though they opposed union activity in virtually every form, the employers reacted most bitterly to the attempts of the trade union movement to organize workers in the unorganized industries.

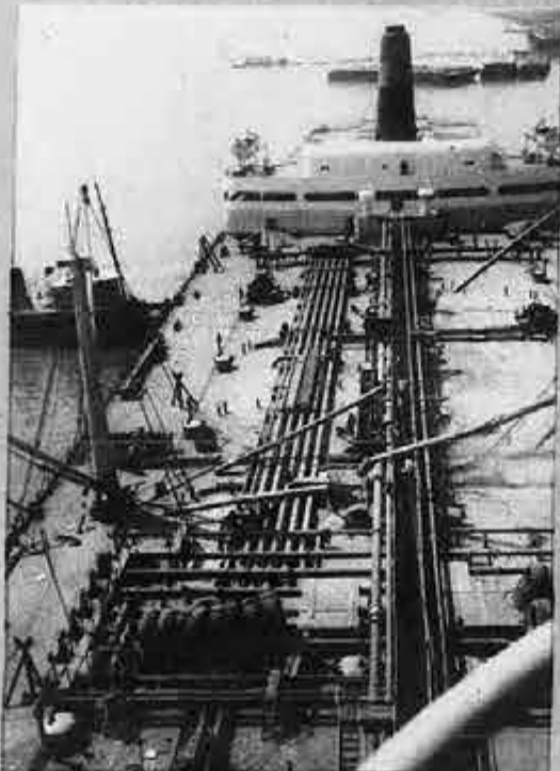
They refused to reconcile themselves to the fact that the worker had a legal right to bargain collectively through a union of his choosing. The employers mustered every possible resource to prevent this from happening. Where company unions failed to do the job, they used more violent means by establishing company police forces and goon squads. And, when strikes erupted in many areas, the employers' strikebreakers were protected by National Guardsmen and deputized police. But labor militancy ran high and in spite of the employer-instigated violence, with its kidnappings, beatings and murders of workers across the nation, the trade union movement was on the march.



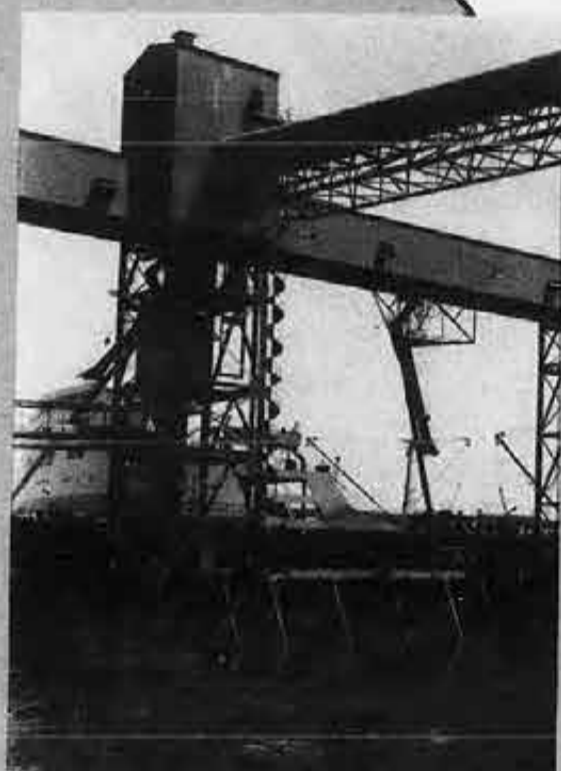
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On the Grain Run to India



Manhattan's deck during loading operation is maze of pipes and valves. Tugs aided mooring lines to keep ship alongside dock.



Loading operation of the giant tanker was completed at the Continental Grain Elevator in Westwego, La. on April 16, 1966.



Grain discharges directly from elevators into vessel's tanks. Shovels take care of spillage.

When the SIU-manned tanker Manhattan sailed from New Orleans recently, she carried in her tanks a record grain cargo to India of 75,000 tons. The ship loaded 52,000 tons at Beaumont, Texas and then took aboard the rest of her cargo at New Orleans. She sailed to India by way of the Cape of Good Hope because her huge load made her ride too deep to make her way through the Suez Canal locks.



Manhattan galley gang included ch. stew. H. L. Ringo, salad man R. Nuss, saloon waiter A. Ross, baker D. McMillan, pantryman T. Huddle, ch. cook J. Sabuler, and cook M. Potts.



Official ship's mascot is named Peter Gunn—not Peter Rabbit—by crew.



Photo of sign-on aboard the Manhattan includes L. Korallunas, ship's del.; J. R. Sherman, shipping commissioner; K. Jeremis, master; P. Warren, SIU patrolman; J. S. McGill, wiper; R. James, stew. utility.



Waiting to sign on for record grain trip to India, SIU crewmen (above) had picture taken by LOG photographer. Included are J. Buck, T. Finch, C. Hill, W. Harris, C. Simon, L. Korallunas, F. Shuler, J. Phillips, H. Demetrio, L. Jabert and B. E. Harris.



Photograph above of Manhattan sign-on in New Orleans includes Seafarers Berford Harris, John Nuss, Frederick Dietule, John McGill, R. James, William S. Montgomery, S. J. Ardoin and Clark Madley Jr.