

The Case FOR the AMERICAN MERCHANT MARINE

Pages 8-9

SIU Begins Program To Upgrade Seafarers For Licenses in Deck Department

—Page 3

16 More SIU Men Receive Engineers' Licenses; Total Is Now 46

—Page 3

SIU Wins Fight To Halt Cut in Engine Manning Scale On Lakes Vessel

—Page 3

Sea Unions Urge Congress to Create Independent Agency For Maritime

—Page 2

Walter Lippmann —In '33 and '66

—Page 10

Hall Testifies In Behalf of Maritime Labor

Marine Unions Tell House Committee Marad Must Be Independent Agency

Seafarers International Union President Paul Hall, testifying for maritime labor before the House Merchant Marine Committee urged the creation of an independent Federal Maritime Administration.

Hall told the Committee at its hearing last Wednesday that the AFL-CIO maritime unions favored the enactment of two bills, H.R. 15567 and S. 3530 because they most accurately embody the proposals for an independent agency made by the unions in a joint position submitted by Hall before the Senate and

SIU Oil Affiliate Wins NLRB Vote In Alaska Refinery

The SIUNA-affiliated International Union of Petroleum Workers has won an important National Labor Relations Board election establishing them as bargaining representatives for employees at the Standard Oil Refinery, Kenai, Alaska.

The IUPW win came despite a determined effort by the Standard Oil Company to urge workers to vote no-union. Two weeks before the election, held last April, the company sent an industrial expert into the field to convince refinery workers to vote against union representation. The effort failed. Also involved in the election was the Alaska Petroleum Craft Council.

The IUPW has also won bargaining rights for employees at the Polar Oil Field Services Co., a new oil field servicing contractor groups operating in Alaska.

The signing up of both these groups, an IUPW representative said, was "most important to our plan to organize the whole of the Alaskan Oil industry."

The union has reached a tentative agreement with management for employees at Polar Oil and is presently negotiating with Standard Oil for the refinery workers.

Philip Pearl Is Dead at 62; Was Veteran Union Publicist

WASHINGTON—Philip Pearl, a veteran of nearly 30 years in public relations for the trade union movement and first director of public relations for the AFL-CIO, died of a heart ailment in a Silver Spring, Md., hospital on July 9 at the age of 62. At his death Pearl represented the AFL-CIO Maritime Trades Department along with a number of other major labor unions and AFL-CIO constitutional departments.

Pearl's death was mourned by AFL-CIO President George Meany, who said Pearl "was a devoted trade unionist, a fine and decent man and a warm personal friend. The trade union movement and all who knew him personally mourn his untimely death."

A native of New York, Pearl entered the newspaper field as a reporter for the World and the American and later the Universal Service, a news-gathering agency.

In 1937, he went to the AFL as its first and only public relations director. He was founding editor of the AFL News-Reporter, the federation's first weekly newspaper.

In 1955, President Meany appointed him as director of public

House Subcommittees on Government Operations on May 18 and 19 in regard to the proposed new Department of Transportation.

Under a proposed reorganization of the nation's transportation agencies, the departments dealing with rail, air and maritime would be incorporated in one Department of Transportation.

The House committee, chaired by Representative Edward A. Garmatz (D-Md.) has begun hearings on a number of measures all basically designed to remove the Maritime Administration from the Department of Commerce and to reconstitute it as an independent Federal agency.

Hall, speaking for all seamen, shipyard workers, longshoremen and allied maritime workers, represented by the AFL-CIO's Maritime Trades Department, Metal Trades Department and Maritime Committee warned that if the Maritime Administration were included in the Department of Transportation, the nation's mari-

time industry "would be completely swallowed up within the mammoth, complex structure of the proposed department."

The SIU president added that "maritime concerns would be shunted aside or pigeonholed in a bureaucratic web, and no proper representation would be given to maritime's interest."

The American merchant marine, he said, would have a much better chance to survive and prosper if its affairs were under the jurisdiction of a Federal agency whose sole interest centered about the nation's merchant marine.

The companion bills supported by the unions, H.R. 15567 and S. 3530, were introduced by Congressman Frank M. Clark of Pennsylvania and Senator E. L. Bartlett of Alaska. They call not only for an independent Maritime Administration, but for a relatively autonomous Maritime Subsidy Board within the Maritime Administration, with full and final authority to determine all subsidy matters.

AFL-CIO Calls For Halt in Subsidy Of Interstate Plant Piracy Practice

WASHINGTON—Congress should act now to expose the scandal of interstate plant piracy and end the federal subsidy of the destructive practice, the AFL-CIO has urged.

More states and bigger companies are resorting to the device of tax-free municipal bonds to achieve instant development and easy profits, according to an article in the current issue of the AFL-CIO American Federationist.

Frank Fernbach, assistant director of the AFL-CIO Department of Research, points out in his article, "Subsidized Plant Mig-

ration," that the problem appears to be getting out of hand.

He writes that this new economic "war between the states" has gathered force since 1960. Fifteen more states, making a total of 30, have acted to authorize the issuance of tax-free industrial development bonds. Some states claimed they acted reluctantly and in self-defense, he noted.

Fernbach pointed out that industrial bond sales more than doubled to \$85 million between 1960 and 1962. In 1965, they totaled \$216 million. In the first four months of 1966 alone, these sales ran to \$228 million and exceeded last year's total.

Fernbach said these estimates of the Investment Bankers Association are conceded to be understated. A New York investment firm in this field puts last year's sales at about \$1 billion.

What has been occurring, Fernbach explains, is a perversion of what was originally a constructive federal tax exemption. The federal government long ago granted state and local governments the right to issue tax-exempt bonds for the purpose of helping them to reduce their costs when borrowing to finance public facilities like schools, hospitals and roads.

Low Interest Rates

Because the buyers of such bonds are not required to pay any federal tax on the interest they receive, state and local governments can offer the securities at a low interest rate. The federal government thus forgoes these tax revenues.

"This is clearly a federal subsidy that, in effect, all American taxpayers underwrite," Fernbach said.

Report of International President



by Paul Hall

For many years foreign-flag shipowners with an eye on fat American cargoes have been critical of this country for giving direct aid to its merchant marine.

The most criticized aspect of our aid to the American-flag fleet has been the 50-50 Cargo Preference Act. Under this law at least fifty per cent of all Government-aid cargoes sent overseas must be shipped in American vessels.

In order to get this law passed the maritime industry had to band together and fight opposition within Government and without. Foreign-flag shipowners and their governments, supported by various U.S. agencies, sought to block passage of the cargo preference requirement. Even after we won the fight for half of these cargoes, special interests within the Government found ways to circumvent the law and deprive the industry of its fair share of cargoes.

Now a Maritime Administration report has pointed out some interesting facts concerning flag-preference and cargo support. Many of the nations who have been bitterly attacking us for the 50-50 cargo Preference Act, are practicing it themselves. These nations, particularly the Latin American countries, have been more successful in protecting their maritime industry than we have.

Guaranteeing cargoes for the U.S. merchant fleet is just as essential to the maritime industry as placing tariffs on manufactured goods threatened by the import of foreign-made goods sold at cut-rate prices.

The American Merchant Marine is just as important a part of the national economy as other U.S. industries and deserves the same Governmental protection they enjoy.

The passage of the Medicare Bill granting health benefits to the elderly through Social Security has brought a great sense of accomplishment to the AFL-CIO which has been fighting many years for just such a measure.

The Medicare Bill has broken away the years of confusion cast upon the idea of making certain that our senior citizens, through the aid of the Government, could obtain decent medical care. No longer will they have to fear financial ruin when they are beset by the illnesses that accompany old age.

Just recently a magazine article probing the long history of AMA antagonism towards social health benefits for the elderly pointed out that if the AMA had spent the money it used in fighting Medicare for training doctors, they would have financed the educations of 9,000 physicians, enough to care for six million people.

The Medicare Bill as it stands now is inadequate in many areas. It does not provide for much needed fringe medical services such as glasses, hearing aids or dental plates. These health aids are often beyond the limited budgets of old folks who suffer without them.

Instead of criticizing needed health legislation, more should be done by the AMA to help provide proper medical facilities for our citizens. There is a serious lack of nurses, hospitals and doctors in this country. As one of the most advanced nations in the world we are woefully behind less advantaged countries when it comes to decent medical facilities for our citizens. We should all be working together to eliminate this evil instead of fighting each other.

Building U.S. Ships in Foreign Yards Is 'Trojan Horse Program,' Pelly Says

Congressman Thomas Pelly (R-Wash.) in a recent speech before the House of Representatives urged Congress to insist that all naval vessels be built in American shipyards. He characterized the building of military vessels in foreign yards as a "Trojan horse program."

Pelly, a member of the House Merchant Marine Committee, referred in particular to the recent successful bid by Fairfields of Glasgow, Scotland to build two survey ships for the Navy Department. He pointed out that the British have continued to allow their ships to transport goods, including armaments, to the North Vietnamese.

Pelly said that "no great world power with any sense would ever depend upon foreign nations to supply it with weapons or facilities or ships of war. Two naval survey ships might not seem important and not too serious were it not a precedent. Once the United States establishes a new policy the damage will have been done."

Fairfields shipyards underbid two United States yards to win the Defense Department contract. Pelly condemned the foreign yards as low wage outfits.

He also took exception to the "holier-than-thou attitude of John Bull" referring to the mounting criticism of United States Viet Nam policy in England.

Since Britain has said she will not sell arms to us, Pelly said that they should follow through in their ideals and refuse to build military vessels for us, even though they might be of a non-combatant nature.

The Congressman called for the House Committee on Armed Services to hold hearings on his bill to require all naval vessels to be constructed in American shipyards.

Sixteen More Pass Coast Guard Exams

46th SIU Member Is Licensed To Sail As Ship's Engineer

Twelve more SIU men have passed U.S. Coast Guard examinations and have been issued their engineer's licenses after attending the training school jointly-sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. This brings the number of SIU men who have obtained their engineers licenses to 42.



Mulieri Black

The qualifying Seafarers are sailing or are about to sail in engineers' berths aboard American-flag ships.

Eleven of the men who recently passed their Coast Guard examinations were licensed as Third Assistant Engineers, while the twelfth man received a Second Engineer's license.

The new third Engineers are: Ernest Mulieri, 47 years old, an SIU member since 1948 who sailed as fireman-water tender;

James Black, 32, who sailed as a fireman-water tender and has been a member of the SIU since 1957;

Christopher A. Bobbe, 42, who sailed as an electrician, oiler and fireman-watertender as an SIU

MEBA, DISTRICT 2 UPGRADING

In addition to the 43 Seafarers who have obtained their engineers licenses as a result of the joint SIU-MEBA District 2 training program, 25 members of MEBA District 2 have raised their licenses after preparing at the jointly operated school.

Of the 25 MEBA men upgraded, nine raised their licenses to Chief Engineer, seven to First Assistant Engineer and nine to Second Assistant Engineer.

A total of 68 men have therefore received either their original licenses or upgraded existing licenses since the program started.

member for 18 years; Miguel A. Velez, 55, a union



Bobbe Velez

member since 1948 who has sailed as a fireman-watertender and oiler; (Continued on page 10)

SIU Launches Program to Assist Deck Seafarers to Obtain Licenses

Seafarers sailing in the deck department have an unusual opportunity to obtain deck officers licenses as the result of a new training program now being offered by the SIU's Harry Lundeberg School of Seamanship. Applications are now being accepted from qualified SIU men who are interested in upgrading.

The unprecedented SIU deck officers training program will enable Seafarers in the deck department to receive a course of instruction to prepare them to sit for the Coast Guard licensing examination.

SIU deck department men interested in preparing for their licenses should make application at once at any SIU hall or by writing directly to SIU headquarters at 675 4th Avenue, Brooklyn, N. Y. 11232. The telephone number is HY. 9-6600.

Applicants can begin receiving instruction at any time. The period of instruction will be determined by each member's individual ability and knowledge, and the instructors' satisfaction of his readiness to take the examinations.

The training program was instituted in line with the SIU's objective of encouraging and assisting unlicensed personnel to upgrade themselves.

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training.

This in-training assistance is the same as available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineers examination. The course of instruction is patterned after the engineer's training program which has had such successful results.

In order to qualify for the training course, Seafarers must:

- Be nineteen years of age or over;

- Have 24 months of watch standing time in the deck department and an AB's endorsement on their seamen's papers.

In addition to achieving its objective of assisting qualified deck department men to obtain their deck officers licenses, the SIU deck training program will help alleviate the shortage of deck officers arising out of demands made

on the American merchant marine by the Viet Nam conflict.

The SIU is hopeful that it can work out a reciprocal program with licensed officers unions similar to the arrangement between the SIU and MEBA District 2 which would give deck men obtaining their licenses credits for their pension and welfare benefits built up as unlicensed seamen. Toward this end the SIU will seek to open discussions with the Masters Mates and Pilots and American Maritime Officers unions.

The new deck department training program will be located at SIU headquarters in Brooklyn. Experienced, qualified instructors will be responsible for the training.

Seafarers interested in the program can begin their course of study at any time. Full details for applications for the deck officers training program can be obtained at any SIU hall.

SIU Wins Fight to Prevent Cut In Manning of Lakes Ship

The SIU has won an important victory in its fight against any arbitrary reduction of manning scales on Great Lakes vessels. The Coast Guard has issued a decision meeting the union's demand for maintaining the three oilers on watch aboard the SIU-contracted MV Diamond Alkali.

The regulatory agency's decision, of which the union was informed of last week, reverses a previously issued Coast Guard temporary manning certificate for the vessel which arbitrarily eliminated the oilers on watch, substituting for them one Q.M.E.D. (Qualified Member of the Engine Department).

In announcing its decision the Coast Guard said it had placed observers aboard the vessel and found that the oiler "actually performed the functions outlined" in the SIU's presentation.

The Coast Guard had not advised the union of the reduction in its requirement and the union learned of it through a communication from the company, asking for an engine room personnel reduction in accordance with the Coast Guard temporary certificate. The Coast Guard arbitrarily and unilaterally made a reduction upon the company request.

As a result of the Coast Guard action on the Diamond Alkali and the reduction of manning scales aboard Lakes vessels under contract to other unions, the SIU and the other maritime unions met with the Coast Guard in Washington on May 14 to register united opposition to any arbitrary reduction of Great Lakes manning scales.

Appearing for the SIU were Great Lakes District Secretary-Treasurer Fred Farnen, SIUNA Vice-President William Jordan, and Jack Bluit. Representatives also were present from the AFL-CIO Maritime Trades Department, the Maritime Committee, Marine Engineers Beneficial Association,

United Steelworkers, and the United Mine Workers.

In protesting the Coast Guard temporary manning certificate to eliminate oilers on the Diamond Alkali, the SIU pointed out that oilers' duties and functions have continued the same since the vessel was retrofitted in 1964.

In presenting its position, the SIU submitted a documented pictorial study of the duties of the Diamond Alkali oilers, and the need for continuing those duties, as a result of which the Coast Guard announced it would review its position. (A feature on the Union's documented study was carried in the Seafarers Log on June 10.)

Cong. Edwards Says Lack of Administration Support Is Major Maritime Problem, Urges Positive Policy

WASHINGTON—Representative Jack Edwards (R-Ala.), a member of the House Merchant Marine Committee, sees strong indications that the Joint Committee on the Organization of Congress will recommend abolition of the House Merchant Marine Committee.

"The Johnson administration will be dealing still another serious blow to the U.S. Merchant Marine if it allows the House Merchant Marine Committee to go out of existence," Edwards said in a statement issued through his office recently.

"It would be a gigantic irony if the President would allow the merchant marine committee to die when it appears to be the one government group trying to alert the nation to the merchant marine problem, and the one group trying to solve that problem in the face of almost total lack of presidential interest and support," he said.

Merchant Marine Committee members have stressed in recent years the need for revitalization of the U.S. Merchant fleet.

"We (the government) have no policy for revitalization of the merchant marine, and no sign that we are devising a policy," Edwards said. "Our merchant marine fleet strength is going bankrupt, and nobody in the administration seems to care."

Edwards proposed three steps as a beginning toward development of a working policy for the merchant marine: give the maritime administrator independent status in the government, appoint a topnotch administrator, and retain the house merchant marine committee.

Edwards said President Johnson does not appear to comprehend the seriousness of the mer-



Congressman Jack Edwards (left) discusses problems of merchant marine with SIU Vice President Lindsey Williams (second from right), SIU Mobile Agent Louis Neira (right) and SIU New Orleans Agent Buck Stephens. The SIU representatives met with the Alabama congressman in his office while they were in Washington to attend conference called to launch campaign to revitalize U.S. shipping industry.

chant fleet problem.

"I call upon him to exert the leadership needed now to give this nation the pride and excellence in our merchant fleet which we used to have and which is a vital need of our national security today," Edwards said.

Edwards also stated in remarks made earlier that Russia

is well ahead of the U.S. in the "wet war" for sea supremacy. He called for a rejuvenation of the U.S. Merchant Marine as an answer to the Soviet threat.

He said that "it is essential that we halt the drift and deterioration of our merchant marine . . . to meet the challenge presented by the Soviet Union."

SEAFARERS LOG

July 22, 1966 Vol. XXVIII, No. 15

Official Publication of the SIUNA Atlantic, Gulf, Lakes & Inland Waters District, AFL-CIO

Executive Board	
PAUL HALL, President	
CAL TANNER	EARL SHEPARD
Exec. Vice-Pres.	Vice-President
AL KERR	LINDSEY WILLIAMS
Sec.-Treas.	Vice-President
ROBERT MATTHEWS	AL TANNER
Vice-President	Vice-President
HERBERT BRAND	
Director of Organizing and Publications	
Managing Editor	Art Editor
MIKE POLLACK	BERNARD SEAMAN
Assistant Editor	
NATHAN SKYER	Staff Writers
	DON BEYONA
	PETER WEISS

Published biweekly at 810 Rhode Island Avenue N.E., Washington, D. C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. HY 4411 9-6600. Second class postage paid at Washington, D. C.

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

SIU Urges Fair Shake For Shipping In Federal Food Transport Policy

The Seafarers International Union has urged that all segments of the U.S. economy, including the shipping industry, be allowed to benefit from national policy relating to overseas transportation of agricultural commodities.

The SIU stated its position before the National Advisory Commission on Food and Fiber which has been holding hearings on various aspects of U. S. agricultural and related trade policies.

The commission was created by President Johnson to consider United States policy for the transportation of foods and fibers as well as technical assistance and surplus food distribution to needy nations.

Al Maskin, SIU Research Director, presented the union's position a week ago at a commission hearing in New York on July 13. The SIU spokesman told the commission that today Government-financed agricultural exports make up the major portion of the cargoes available to the American-flag merchant marine.

The SIU position explained that 30 years ago when the Merchant Marine Act was passed the American-flag merchant navy mostly carried mixed general cargo of the "so-called package variety" and little agricultural commodities.

Today, the SIU pointed out, American-flag ships "because of the manner in which our Government has allowed the merchant fleet to deteriorate—are carrying

only about eight per cent of our total foreign waterborne commerce."

Half of this eight per cent consists of Government-aided cargoes, three-quarters of which are agricultural shipments sent abroad by the Department of Agriculture, the SIU stated.

"... it is easy to see how important these Government-financed agricultural cargoes are to the American-flag merchant marine," the SIU continued. "Even our subsidized liners, which receive Government assistance in both construction and operating spheres, probably could not continue to survive without aid cargoes, since they make up nearly half of all export cargoes which they carry."

Under the 50-50 Cargo Preference Act, half of all Government foreign-aid cargoes shipped overseas must be sent in American-flag ships.

The SIU explained to the commission that the nation's unsubsidized fleet "which now makes up two-thirds of our total active fleet" is dependent for its very existence on agricultural cargoes.

Government-aid shipments, the Union said, make up "over 70

per cent of all exports by United States tankers and some 96 per cent of all exports carried by United States dry-cargo tramps."

The SIU maintained that the commission should first consider the importance of maintaining the "defense and commercial value of the American" fleet in formulating its policies.

"We should make every effort to increase the volume of our exports, including agricultural commodities both for economic and humanitarian reasons," the SIU position pointed out, but not "at the expense of a vital and integral segment of our economy and our national defense structure—our maritime industry."

Rep. Keith Urges U.S. Launch Study On Coast Fishing

The United States is failing to develop its coastal fishing resources, the "richest and most extensive" in the world.

Representative Hastings Keith (R-Mass.) charged in a speech before the House recently as he urged passage of a Senate resolution authorizing a survey of United States fishing.

The resolution (S. J. Res. 29), now before the Fish and Wildlife Conservation Subcommittee of the House Merchant Marine and Fisheries Committee, would allocate \$200,000 to start an inventory on the population and migration of fish along the nation's coasts.

Representative Keith said that without such a survey "we cannot make reasonable regulations for fisheries, nor can we exploit these resources."

He said that America's coastal waters could yield 28 billion pounds of fish annually instead of the present five billion pound haul. Proof of the richness of the fish in our coastal waters is the fact that many foreign fishing vessels are being attracted to the waters off the United States.

"My own area—Cape Cod and the Islands—has had this problem for several years and we are, of course, aware of the potential problem of foreign fishermen who may not follow good conservation principles and over whom our regulations have no control," he said.

The convention, he said, recognizes a nation's basic right to utilize and protect its coastal fishery resources and added that unless action is taken "it is likely that the foreign fisherman will not automatically practice the convention measures that we feel are necessary."

Representative Keith said that the United States had better take quick steps to implement the 1958 Geneva Convention on Fishing and Conservation of the Living Resources of the High Seas.

Without the Senate move being passed, Representative Keith pointed out, the United States will not have the information it needs for both conservation and exploitation of its rich seafood resource.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



A five-million-bushel grain elevator is planned for the New Orleans area. It will be built by the Farmers' Export Company and will have facilities for receiving grain from barge, rail and truck as well as have the necessary deep water berth for shipment overseas by ocean-going vessels. Its location in this area will mean an increase of grain ships through the port of New Orleans.

Also, the Dock Board has allotted more than \$758,000 for improvement of, and equipment for, its port facilities. Part of the allocation is for an engineering study to improve various wharves in the port.

New Orleans

Joe Savoca, who has been sailing for nearly 45 years, is on the beach having just completed two trips on the *Del Campo* as Bos'n. After Joe settles some family matters he looks forward to another Delta Line ship to South America.

He said that, "the *Del Campo* was a good ship, a good run, and especially, a good crew."

Chief Cook Woody Perkins left the *Alice Brown* for medical reasons. He had nothing but praise for the entire crew. The last eleven months were spent on the Viet Nam run. Woody says he will rest a couple of months, then will look forward to a steward's job on any ship, any run.

Seafarer Nolan Savoie flew home from LaGuaira, Venezuela, where he left the *Del Mar* because of kidney stones. Savoie is now fit for duty and ready to ship.

Mobile

Two SIU oldtimers B. E. Dunn and B. J. Brewer are on the beach

here. Brother Dunn, who has been shipping in the deck department for the last twenty years, was last on the *Penn Vanguard* carrying flour to the Far East. Brother Brewer, with twenty years in the engine dept., recently left the *Ocean Anna* where he was Chief Pumpman. Also Junior F. Austin, who sailed as steward on the *Ocean Evelyn* is now waiting for a ship.

Enjoying his stay on the beach is Chief Electrician J. D. Cantrell who last sailed on the *Alcoa Mariner*.

John E. Samuels, who recently ended a tour on the *Fanwood* as chief cook, is renewing old acquaintances around the hall. All hands were glad to see Seafarer Dan W. Sommer back in good shape after a year in the hospital. Sommer's last ship was the *Penn Vanguard*.

Waiting for a South American run is A. B. C. Dammeyer whose last ship was the *Yellowstone*. Dammeyer made two trips on the *Yellowstone* and said that he'd like to get another ship just like her. Also taking in the Texas sunshine is W. Cosgrove, most recently on the *Coeur D'Alene Victory* which just returned from the Far East.

The Pacific Coast

by Frank Drozak, West Coast Representative



More than 90 per cent of the West Coast's eligible hospitals have been approved under Title 6 of the Civil Rights Act of 1964 for participation in the National Medicare program which went into operation last week. A total of 90.8 per cent have been approved as of June 17, 1966, according to the United States Department of Health, Education and Welfare.

San Francisco

Shipping here in the port of San Francisco is still very active and we have plenty of jobs open for AB's, Oilers, FWT's, Electricians, Cooks and Bakers.

Paying off during the last period were the *Ridgefield Victory*, *Delaware*, *John C.*, *Montpelier Victory*, and *Mount Vernon Victory* in Honolulu.

The *Bowling Green*, *Transpacific* and *Coeur De Alene* were signing on crews while the *Portmar* was in transit. Ships scheduled to come in soon include the *Pecos*, *Hercules*, *Free America*, *Ames Victory*, *Our Lady of Peace* and *Meridian Victory*.

Walter H. Sibley, an SIU Bos'n who just pulled in after an eastern seaboard vacation, is ready to sail on the first ship he can get to the Far East. Brother Sibley is a 20-year SIU man. Charles Faircloth came into town after a short vacation in Mobile to catch the Bos'n's job aboard the freighter *Delaware*. Brother Faircloth, with the SIU for 22 years, has been shipping from the West Coast for the past two years.

Wilmington

Shipping is extremely good from this port but we still have plenty of jobs for all ratings. The *Iberville* and *Penn Victory* paid off during the past shipping period and eleven ships were in transit.

Carrol Sypher received his Second Mate's license a few days ago and wasted no time in shipping out. He said he was very pleased to be making his first trip as a mate on an SIU-vessel and hopes to ship out here regularly so he can keep track of his old shipmates.

Seattle

Shipping has been extremely good for all ratings and indications point to continued good shipping.



Sullivan



Arshon

The freighters *Mauldin Victory*, *Duke Victory* and *Fairisle* had pay-offs since the last report and a total of six ships were in transit.

John Sullivan, a 20-year SIU member, made his last trip out as an oiler aboard the *Delaware*. Jack Ryan, who has been an SIU member for 16 years, is now on the beach waiting for the first bosun's job that hits the board. Jacob Arshon, now sailing with the *Seattle*, dropped by to let us know that it is a fine ship with a fine crew.

SIU Great Lakes District Vote Gets Underway On August 1

DETROIT—The SIU Great Lakes District Credentials Committee report on nominations for the 1966 union elections was concurred in at ports holding regular Great Lakes District membership meetings on July 18.

The report was submitted in compliance with the Secretary-Treasurer's Pre-Balloting Report and the Union constitution.

The offices to be filled and the qualifying nominees are: Secretary-Treasurer, Fred Farnen; Assistant Secretary-Treasurer, Roy Boudreau; Buffalo Agent, Stanley Wares; Chicago Agent, Scotty Aurbusson; Duluth Agent, Don Bensman, Arnold Perry; and Frankfort Agent, Floyd Hamner. (Frankfort balloting is on a separate ballot in accordance with the constitution.)

In determining the eligibility of all candidates, the Credentials Committee checked the seniority shipping records and the welfare plan records, as well as the union records.

The election will be held between August 1 and August 31, 1966. Polling places will be located in all SIU Union halls in Duluth, Chicago, Frankfort, Alpena, Cleveland, Detroit and Buffalo as well as aboard all SIU-Great Lakes District contracted vessels as per the constitution. Members are reminded that they must present their full union books

(in good standing) before they will be allowed to vote.

Nomination notices and elections notices were sent to all members at their last known address, utilizing the union's records. Notices were also sent to all SIU-Lakes District contracted vessels and union halls for posting.

Credential Committee members elected on July 5 were Joseph Arnold (Book No. 8680), Vern Rattering (Book No. 9508), and Joseph Salisbury (Book No. 12-710). The alternates were S. Quinlivan (Book No. 8623), William Doyle (Book No. 11753) and R. C. Rafferty (Book No. 12781). Due to the fact that J. Salisbury was not present at 9:30 a.m. at headquarters on July 16, 1966, he was replaced by elected alternate S. Quinlivan, in accordance with the constitution.

In addition to having been submitted and approved in those ports holding regular Great Lakes District membership meetings on July 18, 1966, the Credentials Committee report has been posted in all Great Lakes District Union halls, in accordance with Article XIII, Section 2 of the constitution.

The Great Lakes

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

Election ballots have been mailed to all members of the Great Lakes District at their last known addresses, as well as all contracted vessels and all SIU halls throughout the Great Lakes District for posting. On June 10th the Seafarers' Log carried an article giving details on the nomination and election procedures.

The Defense Department announced that the Great Lakes ports will be given an even break in competition for government shipping of military cargoes. Senator William Proxmire (D-Wis.) applauded the decision stating that it was long overdue, but mighty welcome. Proxmire was one of the 12 senators, who last month urged the department to include Great Lakes traffic in competitive bidding on military cargo.

Dredging operations have been completed, opening the Calumet River to bigger ocean-going vessels for the 6.2 miles into Lake Calumet. Deepening of the 200 foot wide channel from 21 to 27 feet means full utilization of the St. Lawrence Seaway into Chicago by ships of the 25,000 ton class, and full use of the port by big lake carriers.

The tanker, *Transbay*, paid off in Lorain, Ohio which was a surprise at this time of the year, since most deep-sea ships are out on the West Coast. The crew had been aboard for five and one-half months. All hands considered the trip a good one. The steward department was rewarded with a vote of thanks from the crew.

The *Transbay* will be cut in half and a 70 foot midsection will be added. It is anticipated that the job will take a couple of months. Some time in September the *Transbay* will probably crew up again.

A complete rebuilding of the St. Lawrence Seaway is distinctly on the maritime horizon. Dr. Pierre Camu, President of the St. Lawrence Seaway Authority of Canada, told a meeting of the International Association of Great Lakes Ports of projected plans for a new and improved Seaway.

He described plans for a series of four "super-locks" on the all-Canadian Welland Canal between Lake Ontario and Lake Erie. He forecast that the canal would be able to accommodate over a 100 million tons of cargo in a navigation season. Its capacity is approximately 60 million tons and it is expected to rise to 70 million tons after the completion of current improvements due in 1970.

Dr. Camu made it clear that Canadian authorities are not thinking in terms of only domestic Great Lakes traffic. He pointed to the campaign of Japanese shipbuilders to produce ever larger super-carriers as the trend toward newer efforts in transportation economies. An additional advantage of enlarging the locks to accommodate the new super-carriers would be that they could handle two conventional ocean ships at a time, thus improving traffic movement along the Seaway.

Eventually, Dr. Camu foresees eliminating the seven locks by replacing them with a concept of four "super-locks."

Latin American Nations Aid Fleets Through Cargo Preference Laws

WASHINGTON—The United States is not the only nation that supports its merchant marine through cargo preference laws and other assistance, a recently released Maritime Administration study indicates, but it has been one of the least successful in channeling cargoes to its own vessels.

The report revealed that many Latin American nations are also giving extensive aid to their individual national fleets. These South American fleets, the report notes, are also for the most part government-owned and controlled.

Critics within the United States Government have been attacking the nation's 50-50 cargo preference laws which require that half of all U. S. Government-generated cargoes be carried in American-flag ships. These critics claim that our 50-50 laws are offensive toward other maritime nations and engender hard feelings toward the United States which could result in retaliatory action in the area of shipping.

Many of the Latin American nations who complain most bitterly about U. S. cargo preference laws themselves offer cargo preference and other subsidy aids to their own national fleets. Some have offered these aids for generations, and many of the Latin American cargo preference regulations are far more stringent than the U. S. law.

In general these nations have also been far more successful than the United States in guaranteeing cargo for its ships, the report notes.

The U. S. for instance, has been

able to attract only 8.3 percent of its international waterborne commerce to U. S.-flag ships. Nicaragua on the other hand, has been able to attract 25 percent of its foreign waterborne trade to its own vessels. Columbia has succeeded to the tune of 30 percent.

To do this, these nations have provided their merchant fleets with such varied indirect aids as favorable tax rates, accelerated depreciation, loans at low interest rates, preference arrangements and the reservation of their cabotage trade to ships of their own registry—plus the direct assistance of operating and construction subsidies.

The principle means of supporting these fleets was found to be

through cargo preference however. The report found that between 1964 and 1965 the gross tonnage of 15 Latin American seagoing nations increased by 676,000 gross tons or better than 9 percent.

The report admitted that "assistance in one form or another to a nation's maritime industries has been accepted as a necessity by many governments."

"Other nations whose entry into maritime affairs was more recent, found that if such industries were to survive in one of the most competitive of international businesses, they too would have to extend one or more kinds of assistance to their shipbuilding industries."

The Atlantic Coast

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

A recent newspaper article pointed out that extreme right-wing groups will attempt to infiltrate legitimate democratic organizations in the hope of eventually controlling them.

The Minutemen, Birchers and others of the same like have failed to sell their trash on the open market of American opinion and now will resort to subversion of legitimate groups. Labor members who have fought hard for their rights as union men should remember that these are the same people we have had to fight since the beginning of the labor movement; only the names have changed.

Philadelphia

John Pierce is spending a week with his family before he starts shipping again. Rick Rost is ready to go with the first bosun's job that appears. Jimmy Chadzak said that he would like to ride a coal ship come the end of the month. Anthony Adomatis expects to be fit for duty and ready to ship in the near future.



Chadzak

New York

Stopping by the hall to see old friends after paying off the *Globe Carrier* in Norfolk was J. R. Shannon. He plans to take a rest before his next trip. O. P. Oakley is also taking a small vacation prior to looking for his next ship. Brother Oakley was last on the *Platte* where he was chief steward for a year. P. J. Garcia is on the beach waiting for a bos'n's job heading for Puerto Rico. Enjoying the heat wave with Garcia was F. Teti who dropped by to say hello.

Baltimore

Shipping has been very good during the last period and it appears that it will continue for the next two weeks. Ascension Torres, a Seafarer since 1948, is on the beach waiting for an oiler's berth. Torres was last on the *Chilore* as an oiler. Seafarer Oliver Lewis recently left the *Yorkmar* to get a physical check-up. He's ready now for any run

Gov't Charges Doctors' Group With Anti-Trust Conspiracy

The College of American Pathologists, an association of about 4,500 medical doctors specializing in pathology, has been charged with anti-trust conspiracy by the Justice Department. Members of the college own virtually all the 20,000 commercial medical laboratories in the U. S.

Attorney General Katzenbach said that the public has been forced to pay excessive prices for blood tests, urinalysis and other

medical laboratory services. The laboratories have sales totaling in excess of \$3 billion.

The civil suit filed by the Justice Department in Chicago, stated that the association and its members are engaged in a conspiracy aimed at complete control of all commercial medical laboratories solely for the profit of pathologists.

The College was also charged with making price-fixing agreements under which prices for laboratory services have been maintained at artificially high levels and under which prices for goods and services purchased by laboratories from hospitals and other institutions have been maintained at artificially low levels.

As a result of these actions, the Justice Department charged, the public has been forced to pay higher prices for medical laboratory services and for insurance covering these services. The Department said that laboratories not operated solely for the profit of pathologists, are prevented from expanding their markets because of the unreasonable restraints imposed by the College of Pathologists.

The Justice Department has asked for an injunction against further monopolistic practices by the College and an order requiring whatever action is judged necessary to restore competition to the laboratory testing industry.

SIU Hosts Japanese Unionists



Members of the Kanagawa Regional Labor Team from Japan visited SIU facilities in the port of Detroit recently on a two-day inspection tour. The group is shown at Metropolitan Airport prior to departing for New Orleans. Left to right, are, interpreter Matsuo; K. Kono, president of the Toshiba Workers Union; T. Yoshida, of the All Japan Seaman's Union; Pat Finnerty, representing the SIU Great Lakes District; T. Yashuda, of the Yokohama Mitsubishi Heavy Industrial Workers Union; Fred Dough from the United States Labor Department; H. Kuze, of the All Japan Auto Parts Manufacturing Workers Union; and interpreter Nomura.

that appears on the board. Lewis has been a union member since 1944. Also watching the board for a good job is Ira Willoughby, Jr. His last ship was the *Alcoa Master*.

Norfolk

Looking forward to a well-earned rest is Walt Butterton after a long trip as bosun on the *Duval*. Also, recently off the *Duval* is Carl Carlson who would like to sign on the ship again when she crews up after a ten day lay up. Edwin Thomas is now fit for duty and hoping for a fireman's job soon. Looking for a steward's job is John Harris. His last ship was the *Eagle Traveler*.

Boston

Armond Ramos watching the board. Armond says he will take first job that shows. After eight months on the beach Paul Norton is looking for a floating hotel. Amos Buzzelle is anxious to get to sea again. Buzzelle was last on the *Robin Gray* as third cook.



Ramos

Puerto Rico

A month long stand against participating in Medicare by 25 Puerto Rican private hospitals ended last week when the U.S. Labor Department stated that existing federal minimum wages would not apply to hospital personnel. Also in regard to Medicare the Department of Health said that they will pay most of the bills not covered by Medicare in cases involving impoverished patients.

Eugenio Nunez took a brief rest after an extended stay on the *Alcoa Explorer*. Calisto Gonzalez was on the same ship and is ready to go again.

THE INQUIRING SEAFARER

QUESTION: Have you learned any foreign languages during your years of sailing.

Mashack Battle: Yes, French and Spanish. I found learning Spanish easiest since I had studied it in high school. A language is learned faster when you have to speak it to get along. Having shipmates who speak a foreign language also helps a person to become fluent in a particular language. However, in most countries you will find that the people speak at least a little English.

Adam Swiszcowski: I learned Portuguese after a number of trips to Brazil. I also know a little Polish and a little French. The Polish I learned at home as you might guess. The French I picked up around the Mediterranean ports that I have visited during my years of sailing. I find that English is good almost everywhere, and it seems that Spanish is second as far as general worldwide usage.

Chuck Ellis: No, I never have learned a foreign language through sailing. However, I think that this is because, of all the countries I've been to I have been able to get along with the two languages I already knew, English and German. I have only sailed to Europe and I have found that English or German can get you around anywhere in Europe. Sailing certainly offers

a good opportunity for a Seafarer to learn a foreign language.

John Fanoli: Yes, I've learned a smattering of Spanish, French, Indian and Japanese. Surprisingly, I think Japanese is an easy language to learn. Of course, I spent some time in Japan while I was in the Navy. English is a universal language and will work for you any place in the world. I was in Saigon and I think that is the most difficult place to get around without knowing the local language.

Fazil Ali: Yes, I learned Dutch while on an Atlantic run. I think most Seafarers learn a foreign language after they have gone to a particular country often enough. Usually, they pick up a few important words that will help them get around. And of course slang. I think France is the most difficult place to get around without knowing the native language.

Edgar Vazquez: No, I never learned a foreign language. But, I have found it easy to get along speaking Spanish and English. Even in the Far East a Seafarer can get along with Spanish and English. However, I think that India is the hardest place to get around if someone is not familiar with the language. Not many people seem to be aware of English there. I think most Seafarers are able to get around without speaking a foreign language.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 1 to July 14, 1966

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B
	Boston	7	1	0	1	0	0	24
New York	56	24	31	31	17	21	171	66
Philadelphia	4	2	9	9	3	0	32	18
Baltimore	36	11	19	19	4	6	102	44
Norfolk	6	3	0	0	1	0	21	16
Jacksonville	4	9	5	5	5	4	10	11
Tampa	1	2	3	3	1	1	9	8
Mobile	11	18	19	14	14	16	75	23
New Orleans	49	33	37	23	5	5	127	64
Houston	35	13	43	30	14	14	135	48
Wilmington	12	2	7	2	5	5	19	0
San Francisco	47	17	41	11	24	24	50	1
Seattle	9	6	7	6	1	1	36	4
Totals	277	151		222	117	97	811	307

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B
	Boston	1	2	0	1	1	1	7
New York	56	32	33	19	18	18	136	51
Philadelphia	4	4	2	4	5	5	18	18
Baltimore	16	15	16	9	4	4	69	44
Norfolk	2	4	4	3	0	0	9	16
Jacksonville	5	5	1	5	5	5	7	5
Tampa	4	1	4	0	2	2	7	5
Mobile	20	13	15	16	4	4	41	20
New Orleans	44	22	60	16	5	5	78	59
Houston	15	20	24	23	10	10	98	100
Wilmington	11	6	8	5	11	11	14	2
San Francisco	19	23	21	22	34	34	48	1
Seattle	14	6	9	8	7	7	32	6
Totals	231	153		197	131	107	564	329

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B
	Boston	1	0	0	0	0	1	4
New York	42	7	28	3	17	17	128	40
Philadelphia	4	3	4	5	4	4	17	11
Baltimore	18	9	8	9	3	3	60	35
Norfolk	1	4	1	0	0	0	6	13
Jacksonville	4	4	2	5	0	0	8	6
Tampa	5	0	3	0	0	0	13	0
Mobile	12	9	10	6	13	13	45	16
New Orleans	36	32	30	21	2	2	108	73
Houston	20	16	18	10	18	18	83	38
Wilmington	8	4	6	4	10	10	7	2
San Francisco	31	15	14	11	39	39	48	0
Seattle	6	10	3	4	7	7	27	13
Totals	188	113		137	78	117	554	250

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

By Sidney Margolius

A man named James L. Goddard, the new Commissioner of the U.S. Food and Drug Administration, is putting on a determined campaign that can save your family money on vitamins and medicines.

In a series of actions, Dr. Goddard is requiring drug and vitamin manufacturers to label their products more truthfully. Thus you, and in some cases your doctor too, will be able to know more accurately what you are buying, whether you really need it, and to compare values more knowledgeably.

The drug and vitamin manufacturers are threatening to kick up a row over some of Dr. Goddard's new rules. But the scientific facts and the law are on his side, and quite evidently, he's on the consumer's side.

In his latest action, the Commissioner has clamped down on the labeling of vitamin products and food supplements. There is little doubt that some people over-use such products, buying them over the counter or from door-to-door salesmen without consulting a doctor first to see whether the vitamins are actually needed.

It would even be less expensive to ask a doctor, as well as safer. Multi-vitamin preparations cost a lot of money. While some ill people and small children may need vitamin supplements, most people eat a sufficiently varied diet to get the vitamins they require.

Excess vitamins of the water-soluble types are merely excreted from your body, but overconsumption of some types of vitamins may affect your well-being if they accumulate in your body.

Unless the vitamin manufacturers manage to knock out the proposed restrictions in forthcoming hearings, about six months from now you are going to see quite a change in the labels of vitamin products. They all will say on their packages: "Vitamins and minerals are supplied in abundant amounts by the foods we eat. The Food and Nutrition Board of the National Research Council recommends that dietary needs be satisfied by foods. Except for persons with

special medical needs, there is no scientific basis for recommending routine use of dietary supplements."

Moreover, the labels will no longer use the words "minimum daily requirements." Manufacturers have been playing on these words to boast that the various vitamins in their capsules, tablets or liquids provide, for example, twice the minimum requirements for vitamin D, five times the MDR for vitamin B1, and so on.

But, says the Food and Drug Administration, the "minimum daily requirement" guide it established 25 years ago, "has been widely misunderstood and frequently abused. The implication seemed to be that more than the 'minimum' was beneficial to health."

The FDA also points out that some vitamin supplements contain as many as 75 ingredients, only a few of which have any real value as food supplements.

Under the forthcoming rules, such supplements will be restricted to 11 vitamins and six minerals.

They also should be cheaper on that basis. But in any case, there is a wide disparity between name-brand vitamin products and the private brands of large retailers. The wholesale prices indicate that the brand-name vitamin packages charge the public 500 to 600 per cent more than the wholesale cost.

The Direct Drug Service, in Washington, D. C., operated by co-ops, the Senior Citizens and the Farmers' Union, sell such preparations used by older people, as "Tonic Tabs" for \$1.95 per 100 tablets, compared to \$4.95 for the widely-advertised Geritol.

"We have become habituated to the use of drugs and automatically reach for a bottle of medicine to relieve any distress we have," Dr. K. V. R. Wrightman, Professor of Medicine at Toronto University, told a conference of the Consumers Association of Canada. Among other points he made: "If you have a sore throat, don't reach for a wonder drug. Salt and water are a tried and true remedy."

SIU of Canada Ship Narrowly Averts Head-On Collision With Oil Tanker

The SIU of Canada-contracted lakes carrier Frankcliffe Hall narrowly averted a collision with a large oil tanker on July 13. A rain squall had shifted an anchored, fully-loaded oil tanker into a position where it blocked the channel off Longue Point in the East End of Montreal Harbor. The tanker, Petro Emperor, was heavily loaded with high octane.

The Frankcliffe Hall, upbound in the St. Lawrence river, was a mere 1,000 yards from the tanker before the pilot spotted it through the dense rain and mist. The laker immediately dropped anchor and veered aside, barely missing the tanker.

In its efforts to avoid a collision with the tanker the Frankcliffe Hall scraped the bow of another anchored ship, the freighter Gloxenia, and ran aground at a yacht club amidst a group of anchored pleasure craft. Damage to the Frankcliffe Hall and the Gloxenia were described as "light". There was no damage to the tanker. If there had been a collision between the tanker and the carrier, observers felt a dis-

aster that could have matched the recent New York harbor disaster, would have been probable.

The Frankcliffe Hall is owned by the Hall Corporation of Canada. It is the third ship of the company to be involved in a collision on the St. Lawrence in recent years.

The Lawrencecliffe Hall, a sister ship of the Frankcliffe Hall, collided with the freighter Sunek off the Island of Orleans. The vessel capsized and sank, but was later refloated and is scheduled to be back in operation shortly.

The Leecliffe Hall sank on September 5, 1964, after colliding with the freighter Apollonia, east of Ile-aux-Coudres.

The 20,000 ton Frankcliffe Hall proved more fortunate than her sister ships. After a cursory check of damage, the vessel continued her trip up the St. Lawrence to the Seaway.

One-Man, One-Vote Ruling Complied With In 46 States

The shift to population-based apportionment in the country's 50 state legislatures has almost been completed, a Congressional Quarterly survey shows.

While minor adjustments still will be required in some states, the latest count shows 46 of the 50 state legislatures will enter elections this year and next with districts based substantially on the population principle.

The four states which still deviate the most from the Supreme Court's "one-man, one-vote" standard appear to be Louisiana, Mississippi, Hawaii and Maine—but additional reapportionment is expected in all of these within the next two years. Many other states still have a few districts varying to a lesser degree from the population principle and may be required to correct these defects in future years.

The move toward population-based apportionment began immediately after the Supreme Court's landmark 1962 decision in *Baker v. Carr* and accelerated rapidly following the 1964 *Reynolds v. Sims* decision that made it clear that not just one but both houses of each legislature must meet the "one-man, one-vote" test.

The process of achieving a clear population base of apportionment, however, has not been without political battles of proportions never before witnessed at the state legislative level.

In virtually every one of the states where apportionment action occurred, there was a determined but losing struggle by rural elements to retain a controlling voice.

But with the prodding of the courts, the vast bulk of the states have moved decisively to change representation to reflect the new urban-suburban majorities. Reapportionment plans have been effected in 49 states since 1962. (Oregon, the only exception, already had strict population-based apportionment.)

Where legislatures were hesitant or refused to act, the courts intervened directly to speed legislative action or even handed down apportionment plans of their own. Court-devised apportionment schemes have been ordered into effect in 12 states—Alabama, Arizona, Illinois, Michigan, Montana, New Mexico, New York, North Dakota, Oklahoma, Pennsylvania, Wisconsin and Wyoming.

The U.S. Supreme Court itself has been involved in reapportionment cases from 21 states since its 1962 ruling in a case in which the Tennessee General Assembly was being challenged. In addition to Tennessee, the states whose cases have been carried to the high court include Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii, Idaho, Illinois, Iowa, Maryland, Michigan, New York, Ohio, Oklahoma, Pennsylvania, Virginia, Washington and Wyoming.



What's the Matter With Uncle Sam?

The position of the U.S. as a major political and economic power demands that it have a first-rate shipping industry. Instead, it has a fifth-rate industry, and except for the resurgence of shipping activity necessitated by the demands of the Viet Nam conflict, its decline would be continuing even now.

Foreign maritime nations, which understand the importance of their merchant fleets and are determined to assure their growth and expansion, are not unhappy with the plight of U.S. shipping. In fact they fervently hope that our Government's indifference and sabotage of the American maritime industry continues. They hope for the day when the U.S. flag-ships would be driven from the seas and they could take over its functions and they could deal with the U.S. as a "have-not" nation in respect to a merchant marine and all that it would imply. The attitude of the foreign maritime nations is not difficult to understand. It is based on their own self-interest.

What is difficult to accept is that our own

Government is pushing us toward the point where, if there is not a reversal of attitude and policy, the U. S. could become a nation without a merchant marine.

The basic argument for allowing the merchant marine to dwindle as advanced by the so-called advisors to our Government seems to boil down to "foreign-flag ships are cheaper."

Well, so is everything else that is produced abroad. Workers and industries outside the U. S. do not participate in the American standard of living. If the Government attitude toward maritime was extended to other American industries and the concept was to favor foreign industries which produce at lower costs and wages than our own, then you could kiss America goodbye.

It is Government's responsibility to protect the American standard of living and to do so by providing the atmosphere and policies that makes it possible for every segment of our economy to grow and share in the national prosperity. It applies to maritime as it does to other U. S. industry.

A Healthy Reversal

The failure to repeal section 14(b) of the Taft-Hartley Act was in part due to the negative attitude of the nation's press. Too often the editorial pages parroted the management cliches whereby "right to work" was pictured as the last stand for free enterprise in America. Too often there was no presentation of the labor viewpoint.

An editorial entitled "Right to Work Laws a Fraud," which appeared in the Dominion News of Morgantown, W. Va., is a healthy reversal of the standard editorial on 14(b).

The News points out that right to work laws do "not give anyone the right to work but rather give him the dubious privilege to be unorganized and at the mercy of any employer."

"Right to Work" is a catchy slogan calculated to appeal to the American sense of

fair play and the protection of individual rights. In fact the principle of "right to work" is hypocritical doubletalk. It denies the laborer his basic right: the right to organize and bargain collectively for decent wages and conditions.

The editorial explains that "the union shop is not compulsory unionism," but rather that it is a "basic principle that a worker benefiting from collective bargaining should pay his share and not become a freeloader."

"Right to work" laws, the editorial points out, deny to labor what is unquestioned among professional and business groups. These laws are less than subtle efforts at union busting. The Dominion News has named them for what they are: frauds—frauds perpetrated not only against the working man, but against the general public.

LABOR ROUND-UP

The Textile Workers of America have re-elected William Pollock as president and John Chupka as secretary-treasurer at their convention in Montreal. The delegates approved resolutions calling for a Congressional investigation of the J. P. Stevens Co., the anti-union Southern textile firm; attacked wage guidelines in the absence of price and profit limitations; supported pending civil rights legislation and supported the President on Viet Nam while calling for more economic assistance to that nation.

AFL-CIO president George Meany has announced a change in the regional structure of the AFL-CIO along with the appointment of two regional directors. George Craig has been named director of the newly reorganized Region III and John Schreier, director of Region XI, Michigan. Under the reorganization plan Region II made up of New York and New Jersey will now cover only New York. Region IV, covering Delaware, Maryland, Virginia and the District of Columbia will exclude Delaware. The new Region III, now covering Pennsylvania will include Delaware and New Jersey.

Western Greyhound Lines workers have won a six-week strike that granted them wage increases, dental care for office employees and an employer-financed pension plan. The dental care program was the first in the industry for the 5,500 people employed by the line. The settlement also

raises wage rates for the drivers and provides for a management-financed pension plan.

Women workers now represent 35 percent of the total work force, according to the Labor Department's new 1965 Handbook of Women Workers. Women workers have accounted for more than 60 per cent of the gain in the nation's work force between 1940 and 1964. Projections indicate that the present 26 million women workers are likely to increase by 41 percent between 1964 and 1980, while male workers will gain only 27 per cent. Half of all women workers are more than 40 years old and nearly 40 percent are 45 or older. Half of all women between the ages of 45 and 54 are in the workforce.

Union, Mississippi, was the site of a victory by the United Furniture Workers of America. The union not only faced stiff company opposition, but also had to contend with harrassment by the Ku Klux Klan. Both company and Klan were repudiated in an NLRB election when the UFWA came out on top 85-42. Klan members spread racist rumors and prevented the union from finding a hall where all workers could meet. Workers solved that problem by meeting outdoors in a field. The company equated a vote for the union as a vote for the NAACP. Workers responded by wearing union buttons on the job.



The Case FOR the AMERICAN MERCHANT MARINE



Imported automobiles, like other products brought into U.S. from abroad, are subject to tariffs to protect domestic industry while maritime must struggle without adequate government assistance to meet competition of lower-cost, lower-wage foreign shipping.

OVER the last twenty years the U.S. economy has been expanding steadily. In 1945, the gross national product was 213.6 billions of dollars; in 1964 the gross national product had advanced to 622.6 billions of dollars. In recent years the gross national product has been increasing at the rate of better than 5% annually.



In the same period the nation's foreign commerce has more than doubled. But the U.S. maritime industry has been declining dangerously during this period of boom and prosperity. While there were some 5,000 US ships in 1945, there are today less than 1,000 active vessels.

The U.S. shipping industry, like other domestic industries, provides jobs for thousands of seamen and other workers in the building and repair yards and in the many allied and related service industries. The seamen who man the ships are paid wages based on the U.S. standard of living. Maritime workers and the industry generally contribute to the economy by the payment of taxes to the Federal Government and to states and municipalities. The industry and its workers are an integral part of the American economy. In these respects maritime is like any other domestic industry.



IN one other respect, however, the Maritime industry is unlike any other segment of our economy. And in this difference lies the reason that the U. S. shipping industry has not been able to share in the expanding American economy; in fact, while the economy generally expands, while other industries grow and prosper, the U. S. shipping industry continues to decline.

The reason for this difference between the state of the maritime industry and other key industries is that our Government does not assist or protect maritime in the same way it does other industries.

Because of its peculiar nature, U. S. shipping faces problems unlike those of the rest of the economy. For example, the shipping industry must compete on a more open competitive market than industries based and operating in the United States. In seeking cargo in the open market—both in the United States and abroad—American vessels must compete directly with vessels of nations whose crews are paid less than American seaman, just as auto workers, textile workers, steel workers, watch makers, and all other workers in foreign nations are paid less than their American counterparts.

While the American maritime industry must also meet the higher U. S. safety and operational standards, it must compete with foreign ships which are free of these standards and consequently further able to operate more cheaply. These foreign shipping operations are in addition

given a wide range of support by their own governments to assure that they are able to compete effectively.

WHILE U. S. shipping is allowed to suffer and deteriorate from the effects of lower cost, low-wage, foreign competition, most other American industries are protected against such competition by various means, among them protective tariffs—taxes which are placed on imported raw materials and manufactured goods that compete in the American market with American products.



This form of protection, in addition to a range of other forms of assistance to assure their continued functioning, is made available by our Government to virtually every U. S. industry confronted with foreign competition. The camera manufacturing industry is protected. The watch making industry is protected. So are the drug, plastics, chemical, petroleum, textiles, sugar, wearing apparel, steel and auto industries.

Without the tariff and the other forms of assistance and protection which these industries receive from Government, it is certain that they would be in the same danger of extinction that U.S. maritime now faces.

HOW long, for example, could the American auto industry survive, if lower cost foreign cars could be shipped into this country and sold in our cities more cheaply than comparable American cars? Not long. Without the protection of tariff, Detroit would become a ghost city in no time and American auto workers would be lucky to work a few weeks a year, until the industry disappeared entirely. That is why a tariff is



placed on a foreign made car sold in the United States. In virtually every industry the story is the same. For no U. S. industry can compete with goods and services from abroad if we are to maintain the American standard of living which has made this nation a major economic and political power.

Our nation is quite obviously determined to maintain the American standard of living by protecting domestic industry against the otherwise services.

For example, on camera equipment brought in from abroad, tariffs must be paid ranging from 12 to 25 percent of the value of the product. On a motion picture camera of \$50 value or higher, a tariff of 12 to 15 percent of the value is imposed, in addition to \$50 per camera. Thus, on a \$100 camera, a minimum tariff of \$70 is imposed over and above its cost abroad.

ON an imported watch valued at \$10.00 there is a tariff of \$2.25, plus 35% of the value plus 12½¢ for each jewel. Thus there is a tax of approximately \$3.15 on a watch valued at \$10.00. On drugs the tariff amounts to 25% of the value. In many chemical products there is a tax amounting to half of the value of the products. Similar protection is given in the form of quotas and tariffs on sugar and petroleum products. Protection is also provided for the domestic plastics industry, textile industry, apparel industry, automobile and steel and others.

If protective tariffs, depletion allowances, import quotas and other forms of assistance and protection are deemed essential for most American domestic industry, what is the logic and sense in saying that in respect to shipping this nation should depend for the carriage of its foreign commerce on foreign flag vessels because they are



cheaper—as many in our Government who are responsible for establishing policy have been advocating?

If the American maritime industry is forced to compete with low cost foreign competition without support or assistance from our Government, then it surely cannot survive. But then neither could any other American industry survive if it was forced to compete with low cost foreign industry without the protections they now enjoy.

IT is extremely dangerous for anyone concerned with the preservation of American standards to accept the concept that American industry should be protected against foreign competition—with the exception of the American maritime industry. Such a concept has within it the seeds of destruction of the American standard and the American economy.

If the U. S. shipping is cut adrift and allowed to sink for the lack of Government protection, what assurance is there that the same line of reasoning will not be applied next to the camera industry which under such circumstances would also surely die? And then to the drug industry, and to textiles, to chemicals, to wearing apparel and so on, down the line.



The U. S. shipping industry makes an important contribution to the American economy and to the well being of all American citizens. It is in the national interest that the United States have a thriving shipping setup, one that shares in our expansion and development as a nation. Should the American maritime industry be abandoned, the effects will not be felt alone by maritime workers. The whole nation will be affected and weakened.

The maritime industry's case for survival and growth merits the support of all who are interested and concerned with a strong America.

Walter Lippmann—In '33 & '66

One of the sharpest critics of United States policy in Viet Nam is the noted American columnist Walter Lippmann, whose articles appear in Newsweek magazine and in hundreds of newspapers throughout the nation. They are widely read here and abroad and many people consider his views on international affairs as authoritative. In regard to Viet Nam, Lippmann contends that the U. S. exaggerates the threat of Communist expansion and of Communist China's aspirations to dominate Southeast Asia.

Lippmann's views are no doubt shared by other Americans, but what makes his particularly significant is that he is, as a syndicated columnist, an influence on public opinion. His estimate today of the character and aims of Communist totalitarianism recalls how he underestimated another totalitarian regime—Hitler's Nazi setup in Germany—back on May 19, 1933. Although it was already clear that Hitlerism was bent on the destruction of the liberty of minorities and trade unionists, Lippmann urged the world to believe that Hitler was sincere in his desire for peace and urged the world to accept "the evidence of German goodwill and seek by all possible means to meet it and justify it."

The suffering and destruction that Hitler later visited on the world underscored the error of Lippmann's judgment. Lippmann's readers today should weigh his evaluation of Hitler's foreign policy as set down in his article of May 19, 1933, reprinted below against his current judgment on Viet Nam.

It was evident from the first impression of Herr Hitler's speech that he had chosen the path opened to him by President Roosevelt, and that the immediate crisis had therefore been surmounted. A close reading of the full English text of the address is even more reassuring. In so far as words can bind the actions of a people the Chancellor went further than any one had dared to hope in offering specific guarantees that he does not wish to disturb the peace. Not only was he definitely reassuring on those very points which are at the root of the European political disorder, but in the manner which he employed to present the German case no fair-minded person can fail to recognize that the bitter truculence of the Nazi propaganda was singularly lacking, and that Herr Hitler remained strictly within the limits of honest indignation at the injustices and humiliation to which Germany had been subjected.

The specific assurances are to be found in his discussion of the problem of the frontiers. Thus, after saying that Versailles had failed to find a solution of the eastern boundaries which "met Poland's understandable claims just the same as Germany's natural rights," the Chancellor stated that "nevertheless no German government will of its own volition break an agreement that cannot be abrogated except by substituting a better one. However, this acknowledgment of the legal character of such a treaty can only be a general one. Not only the victor has claims to the rights granted therein, but also the vanquished. The right to demand revision of this treaty, however, is founded on the treaty itself. As the motif and measure of its demand, Germany desires nothing but the experiences thus far attained, and the undeniable findings of logical, critical reason." Unless I am greatly mistaken, this is the most definite pledge that has yet been given by any German government that it would pursue its claim for revision within the framework of the Covenant of the League of Nations. For it is in the Covenant, most particularly in Article XIX, that the right of the "vanquished" to appeal to the "findings of logical, critical reason" is stipulated.

This pledge as to the territorial ambitions of Germany was supplemented by a specific offer which is certainly of the utmost importance. This was in the Chancellor's emphasis on that part of the MacDonald plan, which is also a fundamental requirement of the French plans, that armaments should be subjected to international supervision. What is important here is that he offered, provided other nations took a similar position, to submit not only the Germany army to international supervision, but all the semi-military and semi-official organizations, such as the Nazi storm troops and the Steel Helmets. That such supervision of all kinds of actual and potential military force is

fundamental to any kind of disarmament by treaty has long been evident to those who have worked on the problem. The Chancellor's willingness to submit the whole German military power to international inspection is, therefore, as definite an evidence of good faith as it was in his power to offer the world.

For the address itself, both as to its substance and its manner, there must be a very high degree of general approval. The difficulty, which will cause the world to be reserved in its judgment, will come from trying to reconcile it with the Nazi propaganda, with Herr Hitler's own speeches in the past, with the recent speeches of some of his own ministers, with the ruthless injustice of the treatment meted out to the German Jews, with the violence of the attack, as symbolized by the burning of the books, upon the spirit of peace and international comity. How does one reconcile the genuinely statesman-like address with official words and official actions that have caused consternation throughout the civilized world?

There will be some who will say that the address is merely a shrewd maneuver and that it must be rejected as insincere. I do not take this view. The truer explanation, I believe, is that we have heard once more, through the fog and the din, the hysteria and the animal passions of a great revolution, the authentic voice of a genuinely civilized people. I am not only willing to believe that, but it seems to me that all historical experience compels one to believe it. The idea that any people is intrinsically outcast has no foundation except in ignorance and cupidity. It was an intolerable idea when it was applied to the German nation and written like the Treaty of Versailles, and it is an intolerable idea when it is applied now by the Germans themselves to an integral part of their own nation. To deny today that Germany can speak as a civilized power, because uncivilized things are being said and done in Germany, is in itself a deep form of intolerance. Like all intolerance it betrays a lack of moral wisdom, in this case the moral wisdom of religious insight into the dual nature of man.

Those who have that wisdom will pass judgment upon the actions of men but never upon their whole natures. Who that has studied history and cares for the truth would judge the French people by what went on during the Terror? Or the British people by what happened in Ireland? Or the American people by the hideous record of lynchings? Or the Catholic Church by the Spanish Inquisition? Or Protestantism by the Ku-Klux-Klan? Or the Jews by their parvenus? Who then shall judge finally the Germans by the frightfulness of war times and of the present revolution? If a people is to be judged solely by its crimes and its sins, all the peoples of this planet are utterly damned. Such judgments can produce only the deepest kind of anarchy. The civilized judgment, on which depends all the possibilities of a decent human life, requires that men, while condemning and resisting evil deeds, should be unfaltering in their faith in and their response to the healing impulses of their fellow men.

So the outer world will do well to accept the evidence of German goodwill and seek by all possible means to meet it and to justify it. Herr Hitler has said that "the generation of this young Germany, which in its life hitherto came to know only the distress, misery and woe of its own people, has suffered too tremendously under the madness of our time to intend to inflict the same upon others." It is the intention of the young Germany which Adolph Hitler leads that has troubled mankind, as the German Chancellor must know from the reports of every honest German diplomat and emissary in the outer world. He will find that the further he can go to prove that it is not the intention of young Germany to inflict upon others the misery and humiliation it has suffered, the greater will be Germany's dignity and power in the council of nations. For the world, and most certainly the American part of it, desires neither that Germany should be morally isolated or politically encircled or economically destroyed, and every interest of the American nation is to prevent that from happening. This is not 1914. As world power is now distributed, Germany can become isolated or encircled only in so far as she rejects the common standards of civilized men and by deliberate injustice or calculated violence cuts herself off from the confidence of mankind.

46th SIU Member Is Licensed To Sail As Ship's Engineer

(Continued from page 3)

Joseph Zeschitz, 49, an eleven-year union member who sailed as a fireman-watertender;

Richard Ranly, 43, who sailed with the SIU for 14 years in all engine department ratings;

William Biskas, 48, a member of the SIU for 21-years has sailed as a fireman-watertender and oiler;

Alfred Davis, 35, has been sailing with the SIU since 1962 as

its kind in maritime history. It allows engine department seafarers to obtain instruction in preparation for their Third Engineer's License, their Temporary Third Engineer's License, or their original Second Assistant Engineer's



Rodriguez Mitchell

License in either steam or motor vessel classifications.

The training school is oper-meals, hotel lodging and subsistence payment of \$110 per week while in training.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine



Ranly Biskas

department, plus six months experience as a wiper or equivalent.

The joint Union training program was instituted to enable Seafarers under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with farers to obtain their licenses and to help meet the shortage of marine engineers arising from the Viet Nam crisis.



McChesney Scanlon

The joint SIU-MEBA District 2 licensed engineers training program is the first opportunity that unlicensed seamen have had to obtain a license and employment as engineers, at no cost to themselves.

SIU engine department men interested in the program should apply immediately, or obtain additional information at any SIU hall, or directly at SIU headquarters, 675 Fourth Avenue, Brooklyn, N. Y. 11232. The telephone number is HYacinth 9-6600.



Michaels Barnes

a wiper, fireman-watertender and tankerman.

Jim Smith, 47, an SIU member since 1939 who sailed as electrician;

Walter Dawson, 39, a five-year union member, who shipped as a fireman-watertender, oiler and pumpman;

Harry Mitchell, Jr., 26, who joined the union in 1964 and sailed as a fireman-watertender and oiler;



Zeschitz Davis

Thomas Barnes, 31, an SIU member since 1956, who sailed as oiler;

Thomas Scanlon, 33, a 10-year SIU man, with ratings of oiler and fireman-watertender;

William McChesney, 56, fireman-watertender and oiler, who has been an SIU member for 15 years.

The Seafarers who obtained



Smith Dawson

their Second Engineers licenses are:

Charles Michaels, 50, an SIU member for 10 years, who sailed as electrician;

Adolph Rodriguez, 36-years old, who has been a member of the SIU 10 years and sailed as a fireman-watertender.

The SIU-MEBA District 2 training program is the first of

SIU WELFARE, VACATION PLANS CASH BENEFITS PAID, April 1-April 30, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	6,610	\$ 68,541.90
Death Benefits	47	113,020.83
Disability Benefits	870	130,500.00
Maternity Benefits	43	8,507.32
Dependent Benefits	675	134,726.05
Optical Benefits	966	14,510.91
Out-Patient Benefits	5,373	37,899.50

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 16,035 \$1,083,806.23

Union Made Pension Possible

To The Editor:

I have been an SIU pensioner for eight years and I wanted to sit down and write you a letter expressing my thanks and my appreciation to the SIU for making it possible.

Back in 1942, I, and probably most of my fellow seafarers, never dreamed it would someday be possible for a seaman to retire on pension. The Union has made this possible and words cannot express my gratitude. Many thanks to the SIU.

William Pat Driscoll

LETTERS To The Editor

Thanks Seafarers For Condolences

To the Editor:

I wish to thank all the crewmembers aboard the Canton Victory for their kindness and the help they extended to me after the death of my mother. It certainly was a pleasure to be associated with them all.

Billie L. Mason.

Seafarer Criticizes Runaway Shippers

To the Editor:

I read in the last issue of the LOG that Liberia heads the list of ship tonnage lost by wreck and foundering. This is something that should come as no surprise to seafarers.

It has long been known that Liberia is a favorite haven for greedy U. S. shipowners. It is not only a risk for them to send cargoes on these ships but the seamen who sail these vessels do so at an unnecessary risk to their own lives. Many of these ships are death traps. In addition, conditions for seamen and wages are way behind the times.

It is time for the United States Government to close the tax loopholes that permits these ship owners to run away to Liberia and other runaway flag nations.

The United States also has the dubious honor of leading the list in ship scrapping, another example of this country's lack of effort in keeping the Merchant Marine among the world's leaders.

Albert Mitchell.

Seafarers Widow Grateful to SIU

To the Editor:

I wish to express my thanks and gratitude to the SIU for the most sympathetic letter I received upon the death of my husband.

I would also like to thank the union for the death benefit check. My son and I deeply appreciate all the kindness and consideration extended to us by the union.

Mrs. Mabel S. Marbury, Gordon Marbury, Jr.

SIU Fight for Shipping Helpful

To the Editor:

I am grateful that the SIU and other maritime unions are doing such a fine job in trying to prod the Government into action on a very serious matter—the decline

of our merchant fleet. Perhaps, soon our government officials will come to the realization that our nation needs a Merchant Marine, but for the time being the unions must remind the government of the vital role the merchant marine plays in the health and welfare of our country.

Washington has been seemingly indifferent to the future of Merchant Marine and the many men who are dependent on the merchant marine for their livelihoods.

I am thankful for the fight that the SIU and other maritime unions are waging in behalf of the American seamen.

John Rawlings.

Praises Alice Brown Steward Department

To The Editor:

There are two plaques displayed on the Saloon mess bulkhead of the Alice Brown which read: "In recognition of their maintaining the highest standards of cleanliness and sanitary excellence, and for achieving a perfect score of 100%." I'd like to use this as the basis for a commendation to the steward department aboard the Alice Brown.

In addition, I'd like to say, the officers and crew of this vessel deeply appreciate the high standards of cleanliness and culinary excellence the steward department maintained aboard ship. As far as we are concerned, these men are number one.

With special emphasis and commendation, to Mr. Woodrow W. (Woody) Perkins, chief cook, who never for one meal let up on his culinary genius and who never failed to deliver up an epicurean delight. To quote his motto, "Seasoning is to food as charm is to a woman. It can only make it better."

To a real menace to navigation, the bane of all dieters, Mr. Leon Franklin, for his never ceasing efforts to provide pastries and other delights that both please the palate and broaden the waistline, my genuine vote of thanks. Mr. Duane Hendricks, genius of the vegetable arts, who makes our canned stuff taste like it came straight from the garden, a full round of applause for his efforts.

To all other members of the steward department, a vote of thanks for a job well done. Since my own personal experience is limited to saloon messman Charlie Johnson, I'd like to say that I have never in all my years at sea been treated so well nor served so well and expertly. I think Charlie is wasting his talents at sea, he should be at the Waldorf Astoria.

Don't think that Mr. Brosig, our Chief steward is forgotten. I've saved him for last. His administration has made possible all the service, good food, good will and harmony throughout his department and reflected throughout the entire ship. I'd like to thank him and wish him well on his forthcoming retirement. The industry will lose a good man.

This letter will not only be read to the entire crew aboard the S. S. Alice Brown, but will be sent to the Seafarer's Log. I want the entire membership to know and appreciate these men as we aboard this vessel do.

L. H. Howard, Master
H. E. Cohen, Chief Engineer

Winner Of 1965 SIU Scholarship Graduates College With Honors

Karen Hilyer, a 1962 SIU scholarship winner, graduated in June with honors from Fairleigh Dickinson University, Teaneck, N. J., and is now working as an actuary trainee. Karen is the daughter of Seafarer and Mrs. Vincent Hilyer of Bergenfield, N. J.

In a letter to the SIU, she expressed her thanks to the union for "The assistance you have given me throughout my college career. I owe the Seafarer's Union much more than just thanks. I hope I can always honor them by saying they sponsored my college career."

Karen maintained a fine scholastic record graduating "Cum Laude." A math major, she minored in English and was a member of the Dean's List. Her hobbies include reading, sports, dressmaking and art. In the summer of 1964 Karen also took a course in Logic.

Karen is a graduate of the Academy of the Holy Angels High School in Fort Lee, N. J. In high school she was president of her art class and won numerous awards for her work. Karen was also a member of the Catholic Youth Organization.

Karen's father, Vincent Hilyer, sails aboard SIU-contracted railroad tugs in the port of New York. Hilyer served in the Infantry Engineers during World War II. He is a native of New York City.

The SIU scholarship plan has been operating on an annual basis for the past 13 years. Of the 68 awards to date 44 have gone to the dependents of SIU men, and 24 have been awarded to Seafarers themselves.



Karen Hilyer, an SIU scholarship winner and a 1966 graduate with honors from Fairleigh Dickinson University, is shown with her father, Seafarer Vincent Hilyer and her mother, Rita, at her High School graduation in 1962. Karen is now working as an actuary trainee.

The SIU Scholarship Plan is recognized as one of the most liberal no-strings-attached programs of its kind, and Seafarers as well as their children are eligible to compete for the awards.

SIU ARRIVALS

Michele Snyder, born June 17, 1966, to the John Snyders, Brooklyn, New York.

Carl Edward Willis, born April 10, 1966, to the Thomas Willis, Winnsboro, Texas.

Lori Patricia Currie, born May 7, 1966, to the Norman Curries, Baltimore, Md.

June Nandkeshwar, born June 22, 1966, to the R. Nandkeshwar, Brooklyn, New York.

Diann Schrieber, born May 6, 1966, to the A. Schriebers, Biloxi, Miss.

John Anthony Forbes, born June 17, 1966, to the John Forbes, Mobile, Ala.

Amy Cabral, born June 16, 1966, to the J. Cabrals, Bristol, R.I.

James Richard Logan, born June 27, 1966, to the J. Logans, Valley Stream, N. Y.

Sherill Amundsen, born June 24, 1966, to the C. Amundsens, Jr., Port Arthur, Texas.

ABOARD the PENN TRANSPORTER



Bill Cahlan, ship's quartermaster, keeps steady hand on wheel as captain. John P. Emmans observes view on the radar screen.



Willard Huggins, an oiler from Mobile, takes advantage of haircutting talents of Robert N. McRight and gets quick trim.



Bosun Tex Alexander drops by the galley to chat with Chief Cook Bill Lowe and relay thanks of crew for first-rate chow.



Ray Cranford (standing) pays visit to fellow oiler, Eddie Wisenhardt. The Seafarers hail from the same area in Alabama.

From the Ships at Sea

When hot weather rolls around, there's nothing like a dip in the pool and that is what the crew of the **Alice Brown** (Bloomfield) can look forward to, **Woodrow (Woody) Perkins** informs us. The crew and officers are constructing a swimming pool for the return trip from Viet Nam. This will surely be the favorite form of recreation until the vessel reaches Wilmington, N. C., and the payoff. A vote of thanks was extended the steward department for the truly outstanding job they did, according to meeting secretary **Frank Brink**. Ship's delegate **Tom Gannon** requested seafarers to familiarize themselves with the shipping rules. Mail was received periodically, there were no beefs and only a little disputed overtime. Gannon said the entire crew was cooperative and the trip was a pleasant one.



Gannon

Edward Laroda was elected new ship's delegate by acclamation aboard the **Robert D. Conrad** (Maritime Operations). Tokyo is a swinging port, crew members report and they had a good time while ashore there. Meeting secretary **M. P. Smith** reports that the crew is looking forward to returning to New York after visiting Adak, Victoria and Panama. Due to a water shortage, seafarers aboard the vessel have all been doing their part in conserving water. There has been some disputed overtime in the



Smith

deck department. Mail is coming in regularly.

Two new additions to the steward department made a big hit with the crew of the **Meridian Victory** (Waterman), meeting secretary **Edward Martin** writes. **Eugene Salvador**, chief steward and **Thomas Robinson**, chief cook have both done such a fine job that Robinson was voted ship's delegates and Salvador, meeting secretary. The entire steward department came in for a vote of thanks for the excellent food they prepared. The vessel has been shuttling to Saigon for about eight months, now. Robinson reports the crew is hoping a fleet post office can be set up soon in Saigon to speed up mail delivery.



Robinson

Some painting is in store for the crew of the **Wingless Victory** (Consolidated Mariners), meeting chairman, **M. Casanova** reports. The messroom, pantry and galley are on the list and deck department seafarers will be brushing up soon. **Larry Santa Ana**, meeting secretary, writes that chairs in the recreation room have been fixed. Everything is running smoothly and there are no beefs.



Casanova

One of the problems of being a seafarer is long absences away from home but the crew of the **R. E. Webster** (Kinsmen) has solved that problem. The crew has each chipped in a quarter for phone calls, meeting chairman **Robert Sampson** writes. The money was given to **Joseph Mikloezak**, engine room delegate for safe keeping. Now seafarers can talk to their families on those long voyages. Another item to keep the crew happy is the new coffee urn in the galley, the old one gave it's last cup. Chocolate milk will be provided, awnings fore and aft and two deck benches for the crew. All the comforts of the home for Webster crewmembers.



Sampson

Nollie Towns resigned his post as ship's delegate on the **Oceanic Cloud** (Trans-World) with a vote of thanks from the crew. He wants to give someone else a shot at the job, meeting secretary **J. M. Nelson** reports. **R. Spencer** is the new ship's delegate. **Jack Trusclair** says all hands are asked to keep the laundry and recreation rooms clean. There are no beefs and mail is



Towns

arriving regularly as the ship heads for Yokohama. A suggestion was made not to use the galley as a passageway since it is already crowded.

A 16mm sound projector was purchased by the crew of the **Steel Recorder** (Isthmian) out of the ship's funds, meeting secretary **Angel Seda** writes. Films will be rented in San Francisco, with the \$10 fee contributed by Seafarers aboard the vessel. Meeting chairman **Charles Palmer** reports the projector cost \$250. **Byron C. Barnes**, ship's delegate reports everything is running smoothly with no beefs. Barnes replaced Palmer as delegate, the latter getting a vote of thanks from the crews for a job well done.



Palmer

Adams Brothers Of the SIU Meet in Viet



Eddie (left) and **Earl Adams** are shown on Earl's ship, the **Transnorthern** in Viet Nam after their chance meeting in a local bar.

Two seafaring brothers discovered it's a small world after all during a recent trip to Viet Nam. When **Eddie Adams** walked into a local bar, he saw his brother **Earl** having a couple of cool ones. "Boy, were we surprised," **Eddie** told the Log. Not only was this the first time they had met while shipping out, it was also their father's birthday. "We went to town and had a party," **Eddie** said. **Earl**, who was crew messman on the **Transnorthern**, spent the night on his brother's ship, the **Fairisle**. **Eddie** was Bos'n on the **Fairisle**.

"He made me sleep on a cot and on the deck," **Eddie** relates. **Eddie** is headed back to Viet Nam as Bos'n on the **Southwestern Victory**, while **Earl** returned home to visit his new born daughter.

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.

FINAL DEPARTURES

Joseph Vanacor, 36: Brother Vanacor died of a heart attack on April 29, in New Orleans, La. He was a tugboat captain employed by the Coyle Lines. Brother Vanacor was born in Westwego, La. and resided in New Orleans. A member of the SIU Inland Boatman's Union, he last sailed on the **MV Mobile**. He is survived by his wife, **Doris**. Burial was in Westwego.



Joe Balatbat, 62: Heart failure claimed the life of Seafarer **Joe Balatbat** in Yokohama, Japan, on June 15. A member of the engine department, he sailed as a wiper. **Balatbat** joined the SIU in the port of Seattle, where he resided with his wife, **Iva May**. Brother **Balatbat** was a native of the Philippines. He served two years in the Navy. The body was returned to the United States for burial.



Hazen Schneider, 60: Pneumonia proved fatal to Brother **Schneider**, June 10, in Community Memorial Hospital, Mackinaw City, Mich. A member of the Engine department, he joined the union in Detroit. He was born in Michigan and resided in Mackinaw City with his wife, **Irene**. **Schneider** sailed as an oiler, FWT. Burial was in Aloha Township Cemetery, Sheboygan, Mich.



James William Cox, 53: Brother **Cox** died of an intestinal ailment in Panganga, Philippine Islands, on March 5. Born in West Virginia, he joined the SIU in New York in 1948. Brother **Cox** sailed with the Steward department. He was in the U.S. Marines from 1937 to 1947. Surviving are his wife, **Lottie S. Cox** of Baltimore, Md.; and their seven children, **Patricia**, **James**, **William**, **David**, **Lonnie**, **Marcella** and **Phyllis**. Brother **Cox** was buried in **Fairfield, Calif.**



Frank Kubek, 58: Heart disease claimed the life of Brother **Kubek** in Bayonne, N. J., June 16. He was born in Bayonne, where he made his home with his wife, **Hohanna**. **Kubek** sailed in the steward department where he was a chief cook. His last ship was the **Linfield**. The seafarer joined the union in the port of Norfolk. Burial was in Bayonne.



Frederick Burrus, 39: A heart attack claimed the life of Seafarer **Burrus** on May 21, in Nags Head, N. C. Brother **Burrus** had sailed in the deck department as a bosun and AB. He joined the union in the port of Norfolk. Brother **Burrus** was born in Manteo, N. C. He is survived by his father, **Orlando Burrus** of Manteo. Burial was in **Wanchese, N. C.**



Joseph Lae, 49: A nerve ailment caused the death of Brother **Lae** at the U. S. Public Health Service Hospital in New Orleans, La., May 28. Born in New Orleans where he made his home, the seafarer sailed in the steward department. His last vessel was the **Alice Brown**. He is survived by his widow, **Alda**. Burial was in New Orleans.



John Buttmer, 51: A lung ailment claimed the life of Brother **Buttmer** at the U. S. Public Health Service in New Orleans, La., March 2. He was born in Georgia and resided in **Mobile, Ala.**, where he joined the SIU. The seafarer sailed in the engine department. Surviving is his wife, **Louise**. Burial was in the **Catholic Cemetery, Mobile.**



PERSONALS

Richard Seiling

Please get in touch with your wife, **Mary**, in San Francisco in regard to your income tax papers, as soon as you can.

Peter F. Di Capua

Please contact your sisters as soon as possible, in regard to an urgent matter.

C. J. Rollins

Please contact, **Floyd Rollins** at 199 Messick Road, Poquoson, Va., as soon as you possibly can.

Roland Lanoue

Please contact headquarters as soon as possible. They are holding your check from **J. H. Winchester & Co., Inc.**

FOREIGN PAYOFF? LEAVE CLEAN SHIP

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

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

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

NAME

STREET ADDRESS

CITY STATE ZIP

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

ADDRESS

CITY STATE ZIP

SIU Lifeboat Class No. 155 Casts Off



Recent graduates of SIU Lifeboat Class No. 155 pose for their class photo following graduating ceremonies. The newest addition to the list of lifeboat ticket holders to complete the course at the Harry Lundeberg School of Seamanship in New York includes (seated, l-r): John Pandermalis, Ellwood Perlie, Randolph Torres and Joseph Zechewitz. Standing (l-r) are: Edward Grindle, Paul Hartwig, Jackie Lee Spencer and class instructor Arni Bjornsson.

SIU Man Records Events of Big Blow That Struck His Ship Off Fla. Coast

Sailing through a hurricane is a harrowing experience for any seafarer, no matter how many years he's sailed and Seafarer Howard Campbell is no exception. Campbell saw first hand the effects of one of these storms in the Straits of Florida in November, 1963, while sailing in the Deck department aboard the Trans-eastern (Transeastern). The seafarer describes his adventures while the Transeastern battled the hurricane.

WE started North after picking up a load of fuel oil for the port of New York. The weather coming out of the Gulf was typically Gulf, sunny and rather warm for that time of year. As we rounded the tip of Florida and headed North through the Straits of Florida, the radio operator



picked up reports of a storm brewing up about the latitude of Jacksonville—we were due up there within 30 hours at our present rate of speed.

The Chief Mate and Bos'n were brief and to the point: "Let's get the ship secured and ready for the blow men, for it looks as if we're headed into hurricane force winds." It took no further urging, for all of us in the deck department realized the importance of having a secure ship in such weather. Several hours later the Bos'n knocked off all hands who were not on watch—we had tied, screwed, or bolted down everything that we had any idea might move about in any type sea—much less hurricane force winds.

The storm hit us late that night, the first indication for most of us was that the ship commenced to gently roll and the wind came up rather strong. Within a very short time it went from a gentle moan to a rather eerie howl as she made her way through the rigging. The sea of course, as if acting in concert, commenced to show its strength and beauty, as only the sea and wind of the Atlantic can.

Water Breaks Over Vessel

Even to a veteran seaman, this is a beautiful, yet awe-inspiring sight. As we continued on into the hurricane, the wind rose to all its mighty hurricane strength and the seas mounted until they easily broke over the bow. The seafarers in the wheel house some 50 feet above the water level were receiving a solid sheet of water every time the ship took her bit of water trying to inch her way forward, and just as determinedly the sea and winds seemed to be united in a determined effort to drive us back to the Gulf of Mexico.

The first day of the storm we awoke to a dull gray day with driving wind and a sea that was both threatening and aggressive. There was no let-up in the driving intensity of either and our ship rolled and



heaved in the giant waves and swells. She rolled and heaved as if she were a small boat instead of the giant super tanker that she was. Late that afternoon one of our big evacuator machines broke loose from her moorings just aft of the forepeak and came crashing to the deck, knocking down everything in its mad dash. Rushing first one way, then the next, depending on the tilting of the ship, the machine made its way over 200 feet.

I was in the mid-ship house with some other men, waiting for an opportunity to get down on deck and resecure the machine. I thought she would wedge herself against the house, but no such luck. Just as

the machine came to a stop, the ship gave a mighty lurch to port, sending the machine leaping at least 30 feet over all the center deck pipes and ended up lying precariously against the port side safety chains.

Just then, the Bos'n, Chief Mate and three day men made a dash for the machine and worked with the greatest speed possible under the circumstances to secure the machine to nearby cleats and anything that was solid and handy. All the time, the ship was wallowing in swells and taking water in great gulps over the bows, but it looked like we were going to save the valuable machine.

Just when we thought the situation was under control, the ship gave a snap type of roll in a great swell that sent machine, cables, lines and everything else, flying in a graceful arch into the boiling sea. Five men came back up quite unhappy that the sea had beat them but fully realizing that the odds had been with the sea all the time.

Slowly, almost painfully, we plowed, fought, and at times, it seemed, clawed at the sea to inch our way toward New York. It was still tough eating on the third day of the hurricane, and while the meals were not up to the usual standards of our cooks, they were more than adequate. Indications were that



we would be out of the storm in 24 to 30 hours, so we ate our scrambled eggs, held on to our coffee cups and talked about the weather.

The fourth day of the storm saw the sun high in the sky and the wind, while still strong was nothing more than a good stiff breeze. We knew the storm was behind us and within a few hours we would sight "old faithful," Ambrose lightship and start our way into New York harbor. We made the lightship right on the nose that afternoon at 4 p.m.

Leaves Storm Behind

The sea was now calm and it was hard for us to look out at the peaceful section of the Atlantic and realize that just a few short miles down the coast, the other arm of this great body of water was giving the entire East Coast, a real lacing.



We tied up at the oil pier about 7 p.m., all our thoughts of the storm gone. Now, all we thought about was getting on land as quickly as we could. However, the storm was still very much in the minds of the Captain and Chief Mate who were busy making out their reports on damage and loss of the evacuator machine.

It was said later that damage amounted to \$7,000, which we felt was slight, considering the intensity of the storm and its duration. We picked her up South of Jacksonville and did not get out of it until we were just north of Philadelphia. That there was no loss of life, no injuries and slight loss of property was a tribute to both the officers and men aboard this ship.

STEEL APPRENTICE (Isthmian), June 19—Chairman, Loyal Joseph; Secretary, Mae Caampued. Ship's delegate reported everything OK. No beefs reported by department delegates. Request to have water tanks cleaned, especially drinking water. Crew asked steward department to improve on the menu. Also that the chief steward be around at mealtime. Request that patrolman contact company and captain about manila launch service which is very poor causing men to come back late. Crew was requested to keep feet off messroom chairs. Crew was also requested to help keep messroom and pantry clean at night and between watches. Discussion to be careful with washing machine. Motion made to have galleyman put back on the C3 ships as they are very much needed and creates a lot of hardship in galley at meal time. Motion made to have company live up to the agreement and put a crew TV set in messroom.

DEL MUNDO (Delta), February 21—Chairman, E. P. Leonard; Secretary, Michael Toth. Brother Benjamin C. Bengert resigned as ship's delegate and Brother Dominick DeMaio was elected to serve as new ship's delegate. \$27.39 in ship's fund. Everything is running smoothly. No complaints.

DELAWARE (Atlas), February 13—Chairman, Wm. F. Chapman; Secretary, J. R. Egan. No beefs and no disputed OT reported. Crew requested to clean washing machine after using. Also to keep screens in portholes and screen doors closed in port.

ALCOA RUNNER (Alcoa), March 5—Chairman, C. E. Turner; Secretary, B. Ortiz. Ship's delegate reported that everything is running smoothly. Crew requested to cooperate in keeping crew's pantry clean at night. Vote of thanks to the steward department for a job well done.

BELGIUM VICTORY (Isthmian), March 6—Chairman, Vernon Porter; Secretary, R. L. Huddleston. Ship's delegate informed crew that no action was taken by company regarding mail deliveries. Ship has not received any communications from the Union for the entire voyage.

COLUMBIA (Oriental) January 16—Chairman, E. Wheeler; Secretary, J. Wong. No beefs reported by department delegates. New trip nothing to report.

ALCOA RANGER (Alcoa), March 3—Chairman, Henry W. Miller; Secretary, T. H. Sanchez. Disputed OT to be taken up with boarding patrolman. Donation taken up for one brother who left ship due to illness. Motion made that regardless of what articles a crew signs, they be paid day for day.

CHATHAM (Waterman), March 3—Chairman, M. T. Morris; Secretary, T. A. Jackson. Performing in engine department to be taken up with patrolman at payoff. Vote of thanks to the steward for getting milk.

TAMARA GUILDEN (Transport Commercial), March 5—Chairman, H. Darrow; Secretary, R. Carrigan. Some disputed OT in deck department. To contact patrolmen regarding duties of steward utility.

DE SOTO (Waterman), January 30—Chairman, William McArthur, Jr.; Secretary, J. F. Castronover. \$20.75 in ship's fund. No beefs reported by department delegates.

OCEAN DINNY (Maritime Overseas), March 13—Chairman, Thomas Self; Secretary, Peter Goodzuk. Ship's delegate reported that everything is running okay. Vote of thanks extended to the steward department.

DIGEST of SIU SHIP MEETINGS

WALTER RICE (Reynolds Metals), February 20—Chairman, P. T. Maldonado; Secretary, W. B. Yarbrough. Everything is running smoothly. No beefs and no disputed OT reported. Crew requested to continue to keep ship clean.

OVERSEAS JOYCE (Maritime Overseas), March 2—Chairman, Cecil Wiggins; Secretary, James T. Mann. \$44.00 in ship's fund. One man hospitalized in Canal Zone. No action taken on crew's request for installation of pop-up toilet seats, as per order of Public Health. Vote of thanks to the steward department.

STEEL FABRICATOR (Isthmian), March 6—Chairman, Joe Kramer; Secretary, W. J. Miles. Disputed OT from coastwise trip was sent to headquarters. Two men were hospitalized in Bombay. Crew donated \$116.00 to be split between them. A letter of appreciation was received from both crew members. Motion made that the negotiating committee request a minimum of two hours for deck department when called to work overtime.



DEL CAMPO (Delta Steamship), July 2—Chairman, M. Rojas; Secretary, Clayton Thompson. No beefs reported by deck and engine departments. Some disputed OT reported by steward department. Special vote of thanks give to men in deck department for cooperation and fine job. Vote of thanks give to steward department for job well done. Motion made to send SIU representative to Washington to fight taxes taken from seaman's pay.

ALCOA VOYAGER (Alcoa Steamship), July 4—Chairman, McBride; Secretary, Larry Chapman. Some disputed OT reported by department delegates. Crew was requested to help keep messhall clean. Galley asked that only the men working in the galley be permitted to use galley.

FENN VICTORY (Waterman), July 4—Chairman, R. R. Paschal; Secretary, Arthur Coleman. Ship sailed short two men. No beefs reported by department delegates. Crew gave vote of thanks to the steward department. Suggestion made that all new locks be put on the doors to the crews quarters.

MANKATO VICTORY (Victory Carriers), June 26—Chairman, A. J. Marano; Secretary, B. Mace. No beefs reported by department delegates. Crew members said that steward is incapable of performing his job satisfactorily, this matter to be taken up with the boarding patrolman. Motion made that the members aboard the Mankato Victory are in sympathy with the British National Union of Seaman and show our sympathy by donating 1,000 pounds toward purchasing of groceries, old clothes for children of striking seaman and fuel for the families of strikers. Being as the main issue of the strike is a 40 hr. week (which we had for 20 years), we feel that the National Union of Seamen have a just cause for striking and the SIU should come out and give them moral and financial support. Motion accepted unanimously.

MANHATTAN (Hudson Waterways), June 30—Chairman, William R. Davies; Secretary, H. L. Ringo. Disputed OT in engine department. No beefs reported by department delegates.

COTTONWOOD CREEK (Oriental), June 19—Chairman, J. Dickerson; Secretary, S. Rothchild. Ship's delegates reported that everything is running smoothly.

MADARET (Waterman), May 29—Chairman, Victor Bernell; Secretary, Clarence V. Dyer. Brother Herbert Latche was elected to serve as ship's delegate. \$8.00 in ship's fund. No beefs reported by department delegates.

TRANSLORE (Hudson Waterways), June 6—Chairman, J. Kucharski; Secretary, J. L. Gibbons. \$25.00 in ship's fund. No beefs reported by department delegates. Motion made that negotiations be opened for a \$50.00 monthly raise.

ROBERT B. CONRAD (Maritime Operations), June 14—Chairman, G. E. Gaspac; Secretary, M. P. Smith. Disputed OT in deck department. Brother Edward Laroda was elected to serve as ship's delegate. Motion made that ship's crew receive bonus due to 10 1/2 tons of explosives aboard.

CHATHAM (Waterman), June 28—Chairman, Edward Sherzis; Secretary, Thomas Jackson. Few hours disputed OT in engine department.

IDERVILLE (Waterman), July 3—Chairman, T. Liles; Secretary, J. G. Lindley. Some disputed OT reported in engine and steward departments. Had discussion on the subject of running out of food at meal time. Crew gave vote of thanks to baker.

MERIDIAN VICTORY (Waterman), April 9—Chairman, Edward Martin; Secretary, Eugene O. Salvador. Brother Thomas Robinson elected to serve as new ships delegate. Some disputed OT reported by deck and stewards departments. Crew gave vote of thanks to steward department for job well done.

JEFFERSON CITY VICTORY (Victory Carriers), June 30—Chairman, E. Noomer; Secretary, H. L. Skyles. \$5.00 in ship's fund. No beefs reported by department delegates. Discussion held that there isn't enough milk being taken on board. New ice box needed in the crew messroom.

ALICE BROWN (Bloomfield), July 2—Chairman, Woodrow Perkins; Secretary, Frank Brink. Request made that all crew members familiarize themselves with the shipping rules and the new agreement. Grievance concerning launch service for shore leave in Quin Nhon to be taken up with boarding patrolman. Some disputed OT reported by engine department. Steward department extends vote of thanks to the crew for being appreciative. Vote of thanks to the steward department for job well done.

GENEVA (U. S. Steel), July 12—Chairman, Richard Heley; Secretary, Richard Marcucci. No beefs reported by department delegates. Vote of thanks given to the steward department for job well done. Also vote of thanks was given to the ship's delegate for job well done.

OCEAN PIONEER (Pioneer Tankers), January 8—Chairman, J. Selby; Secretary, T. R. Sanford. Brother Sanford resigned as ship's delegate and Brother Simmons was elected to serve in his place. No beefs were reported by department delegates.

VENORE (Venore), February 13—Chairman, Robert A. Clarke; Secretary, M. Olson. No beefs reported by department delegates. Some disputed OT in deck and engine departments.

LINFIELD VICTORY (Alcoa), February 19—Chairman, John Nash; Secretary, Norman D. Tober. No beefs reported by department delegates. Everything is running smoothly.

DEL MAR (Delta), March 6—Chairman, E. Blalock; Secretary, J. R. Johnson. Vote of thanks was extended to ship's delegate who is resigning. Brother J. V. Whalen, Jr. was elected to serve as new ship's delegate. No beefs were reported by department delegates. \$106.94 in Movie Fund.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- Philadelphia . . . Aug. 9—7 p.m.
 - Baltimore Aug. 10—7 p.m.
 - †Houston Aug. 15—7 p.m.
 - New Orleans . . . Aug. 16—7 p.m.
 - Mobile Aug. 17—7 p.m.
- * Meeting held at Labor Temple, Newport News.
† Meeting held at Labor Temple, Saul Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

DIRECTORY of UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers**
- PRESIDENT
Paul Hall
- EXECUTIVE VICE PRESIDENT
Cal Tanner
- VICE PRESIDENTS
Earl Shepard
Lindsay Williams
Al Tanner
Robert Matthews
- SECRETARY-TREASURER
Al Kerr
- HEADQUARTERS . . . 675 4th Ave. Bklyn NY 9-6600
- ALPENA, Mich. 127 River St. EL 4-3616
- BALTIMORE, MD. 1216 E. Baltimore St. EA 7-4900
- BOSTON, Mass. 177 State St. RI 2-0140
- BUFFALO, N.Y. 735 Washington St. TL 3-9259
- CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733
- CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450
- DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741
- DULUTH, Minn. 312 W. 2nd St. RA 2-4110
- FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441
- HOUSTON, Tex. 5804 Canal St. WA 8-3207
- JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987
- JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104
- MOBILE, Ala. 1 South Lawrence St. HE 2-1754
- NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546
- NORFOLK, Va. 115 3rd St. Tel. 622-1892
- PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818
- PORT ARTHUR, Tex. 1348 Seventh St.
- SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
- SANTURCE, P.R. 1213 Fernandez Junction Stop 20 Tel. 723-6594
- 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. 305 N. Marine Ave. TE 4-2523

DIGEST of SIU SHIP MEETINGS

CALMAR (Calmar Steamship), July 10—Chairman, Elbert Hoags; Secretary, V. Douglas. No beefs reported by department delegates. Brother L. P. Cuccillo was elected to serve as new ship's delegate. Crew is requested to keep recreation room locked while in each port. TV must be fixed.

WINGLESS VICTORY (Consolidated Mariners), July 3—Chairman, M. Cassanova; Secretary, Larry Santa Ana. Ship's delegate reported everything running smoothly. Ship sailed short one man. No beefs reported by department delegates. Paint crew messroom, pantry and galley. Check on washing machine. Keep door closed to engine room on main deck at all times. Chairs have been fixed in recreation room.

DEL AIRES (Delta Line), June 28—Chairman, Frank B. Rowell; Secretary, F. R. Charneco. Brother Stanley A. Freeman was elected to serve as new ship's delegate. No beefs reported by department delegates. Ship's delegate reported that he will see patrolman about getting crew passageways painted. Vote of thanks given to steward department. Vote of thanks was extended from the steward department to the deck department standing watch at night for keeping messhall clean.

STEEL NAVIGATOR (Isthmian), June 12—Chairman, W. J. Miles; Secretary, George Hinkley. No beefs reported by department delegates. Request made that steward put more cups out at coffee time. Request made to have wind scoops put on portholes. Motion made to have one minute of silence for our departed brethren. Discussion had on menus being printed more clearly.

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 1050, 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, notify the nearest SIU port agent.

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

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

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

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

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

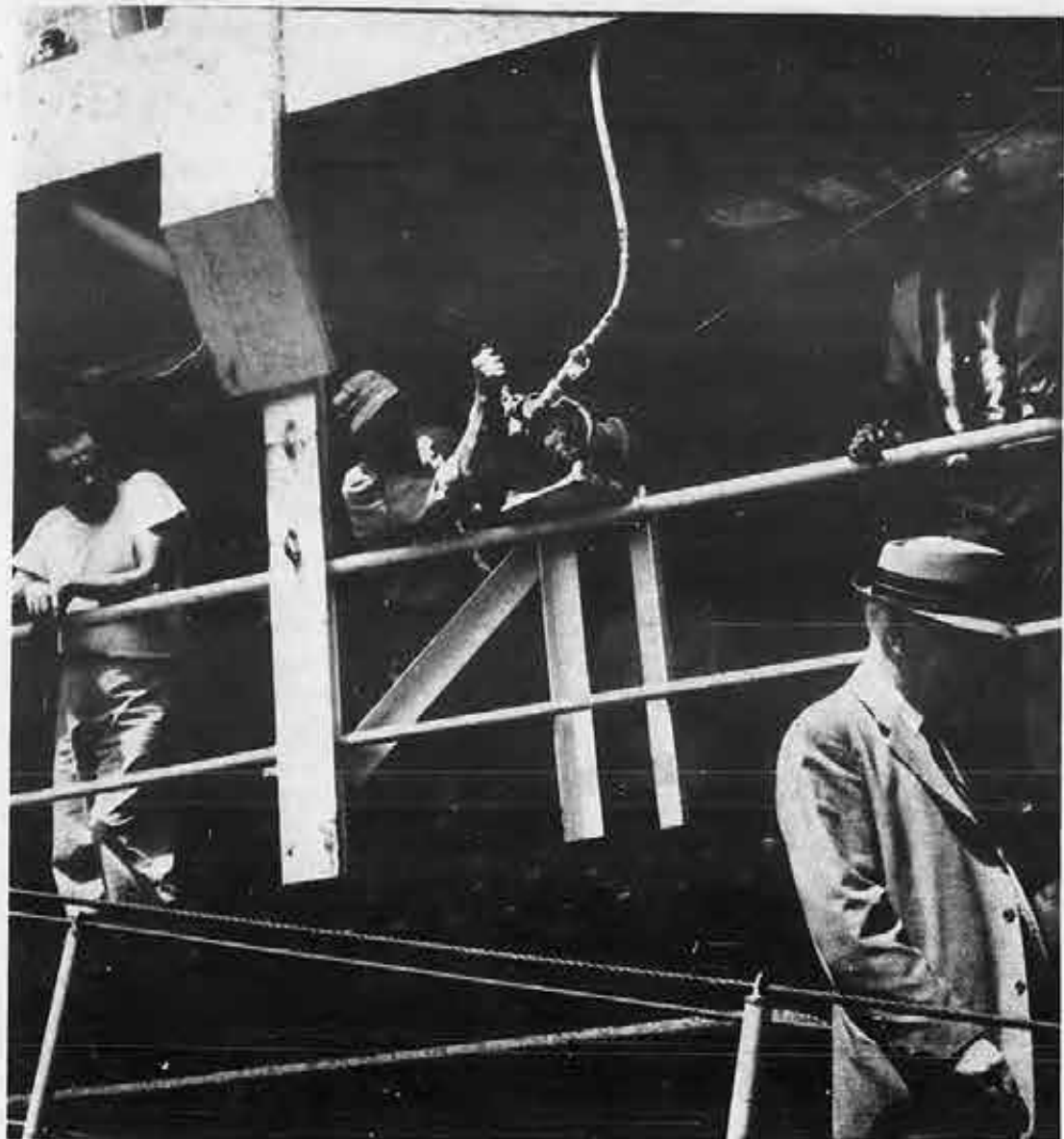
SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established.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

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

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.)

- H. I. Siegel**
"HIS" brand men's clothes
(Amalgamated Clothing Workers)
- ⚓ —
- Sears, Roebuck Company
Retail stores & products
(Retail Clerks)
- ⚓ —
- Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- ⚓ —
- J. R. Simplot Potato Co.
Frozen potato products
(Grain Millers)
- ⚓ —
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- ⚓ —
- Jamestown Sterling Corp.
(United Furniture Workers)
- ⚓ —
- Empire State Bedding Co.
"Sealy Mattresses"
(Textile Workers)
- ⚓ —
- White Furniture Co.
(United Furniture Workers of America)
- ⚓ —
- Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Statler
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)
- ⚓ —
- Tyson's Poultry, Inc.
Rock Cornish Tyson's Pride
Manor House-Safeway
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)
- ⚓ —
- Di Giorgio Fruit Corp.
S and W Fine Foods
Treesweet
(National Farm Workers
Association)



In photo at right chief cook Santos Reyes (left) watches George Register, AB, lower gangway during Beauregard's recent arrival at Sea Land's N. J. terminal. Above, (l-r), SIU representative Bill Hall chats with Floyd Fritz, AB and Register prior to pay off.

IN PORT



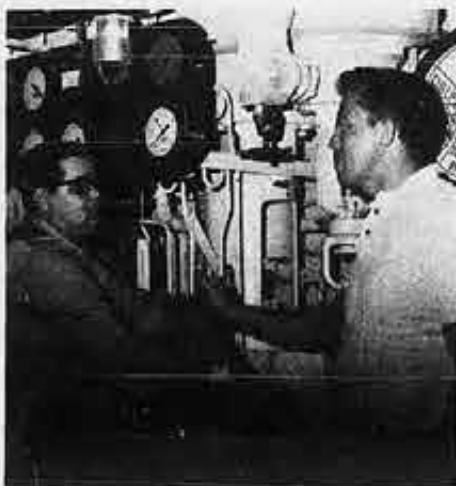
Chief cook and baker Ivery Peacock (left) and chief cook Francis Solis were hard at work in the galley of the Sea-Land Mayaguez when the LOG photographer visited the ship.



M. J. Gallier, wiper aboard the Sea-Land Warrior, got his ears lowered by barber when ship docked in N.J.



Seafarer Bob Carrigan, fireman aboard the Warrior, took care of some last minute chores in the engine room before going topside for payoff when ship docked at Sea-Land's Port Elizabeth terminal.



Mayaguez engine department delegate A. E. Diaz (left) and FWT Raymond Ayala compare voyage notes.



Warrior crewmembers (l-r) M. J. Gallier, wiper, and oilers, T. J. Clements and A. B. Bryan met in the ship's messhall for the noon-time meal. Beef stew was the choice of the engine department men.



Seafarer Luis S. Medina, steward, signs for his pay as steward Howard Robinson looks on. Seated are paymaster Mike Beshada (left) and Mayaguez master J. F. Randolph.



Seafarer Andy Lavezoli, AB (right), looks over overtime sheets with SIU headquarters representative Bill Hall (right) and SIU patrolman Freddie Stewart at payoff of the Mayaguez at Port Elizabeth, N. J. The voyage produced no major beefs but there were some questions about overtime that needed some clarification.

For Seafarers in the Deck Department

UPGRADING to DECK OFFICER'S LICENSE



Deck Department Seafarers, here is your chance to get your deck officers license—at no cost to you!

If you are 19 years of age or over and have 24 months of watch standing time in the deck department and an ABs endorsement on your seaman's papers, you can qualify immediately to prepare for a deck officers license under the new training program offered to Seafarers by the SIU's Harry Lundeberg School of Seamanship.

While you are enrolled in the program you will be provided with meals, hotel lodging and subsistence payments of \$110 per week.

You can start the course of instruction at any time. The period of instruction will range from 30 to 90 days and will be determined by each member's individual ability and knowledge and the instructors' satisfaction with his readiness to take the Coast Guard licensing examination.

The training school is located at SIU Headquarters in Brooklyn.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

APPLICATION FOR TRAINING FOR DECK DEPARTMENT LICENSE

Name

Address

Book No. Z Number

Date Joined SIU No. Years Seafaring

Ratings

Time as: Ordinary Seaman AB Bosun Dk. Maint.....

Signature

Full details and applications may be obtained at any SIU hall or from SIU Headquarters, 675 Fourth Avenue, Brooklyn, N. Y. 11232. The telephone number is HYacinth 9-6600.

Make your application now!