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Maritime, Govt. Leaders Back Bill To Ease Rates on Shipbuilding Loans

WASHINGTON—The AFL-CIO Maritime Trades Department, other representatives of maritime labor and management, and government officials have gone on record as solidly endorsing a Senate bill which would provide for an increase in maximum interest rates permitted on loans and mortgages granted for the building of new ships and insured under Title XI of the 1936 Merchant Marine Act. Such an increase is seen vital to construction of badly-needed merchant vessels.

The measure would substitute for the five and six-percent maximums currently in effect a provision that the interest rate shall not exceed a rate "determined by the Secretary of Commerce to be reasonable in the light of rate prevailing in the private market."

At hearings on the Senate proposal (S. 3017) Senator E. L. Bartlett (D-Alaska), chairman of the Subcommittee on Merchant Marine and Fisheries conducting

the sessions, pointed out that Title XI of the Merchant Marine Act "now provides that to be eligible for mortgage insurance a ship mortgage may not secure a loan bearing interest at a rate exceeding five per cent, except when special circumstances justify six per cent, nor may a construction loan be insured if the rate of interest exceeds six per cent."

House Hearings Held

Bartlett noted that a Subcommittee of the House Merchant Marine Committee had already held hearings on H.R. 14796—a companion measure to the Senate bill—and had favorably reported

the measure to the full House Committee on Merchant Marine and Fisheries. His own support of the bill was promised by the chairman when it is recommended to the full Senate Committee.

Carl C. Davis, general counsel for the Maritime Administration, explained why the government backed the bill.

"At the present time we have applications for mortgage and loan insurance totaling \$314,075,100 (of which financing of \$35,500,000 has already been arranged) for 70 ships and 691 barges with privately-generated funds to upgrade the merchant marine," he said. "Under existing law, since the market requires a rate of interest higher than six percent, the Department cannot insure these loans and mortgages and the vessels therefore cannot be built."

Davis said that if the present law is amended, there could be circumstances under which the rate determined by the Secretary of Commerce to be reasonable would exceed six per cent. He said that Title XI bonds must compete in the money market with Triple A-rated corporate bonds, which yield about 6.50 per cent.

Before adjourning the hearings, Bartlett said that the Department of Commerce and the Treasury Department have also endorsed the bill.

Among other industry and labor groups joining the MTD in support of the bill were the American Maritime Association, the American Tramp Ship Owners Association, the Shipbuilding Workers, the Boilermakers and the Shipbuilders Council of America.

Hawaii AFL-CIO Names Emil Lee To Exec. Board

HONOLULU—Emil Lee, port agent for the SIUNA-affiliated Marine Cooks and Stewards here, has been named to the Executive Board of the Hawaii State Federation of Labor, the organization has announced.

Lee will serve on the Oahu Division of the State Executive Board.

His appointment was part of several changes in the Hawaii AFL-CIO as a result of the withdrawal from that body of the AFL-CIO-affiliated Hotel and Culinary Workers.

Arthur A. Rutledge, long-time AFL-CIO representative in Honolulu from the Culinary Workers was replaced by I. B. "Buddy" Peterson, Musicians Local No. 677, as vice-president of the Hawaii Federation.

Since he was elected to the Honolulu MCS post 16 months ago, Lee has been extremely active in the labor movement in Hawaii outside his regular duties as Port Agent and has earned the praise of many in the Islands.

with foreign competitors and in addition, also getting U.S. Government cargo rates on government cargo on the basis of U.S. cost. On the other hand, Maskin continued, the non-subsidized lines receive only the rates fixed by the Government for government cargo and no subsidies.

Downing asked if the witness felt this was discriminating against unsubsidized lines. The witness said it was subversion of the original intent of the law and that as long as it continued, it would be an unfair competition vehicle between the subsidized and unsubsidized lines because they were both competing for the same government cargo.

Vice Admiral James A. Hirshfield (USCG retired), President of the Lake Carriers' Association, pointed out to the Committee that members of his group operate exclusively on the Great Lakes in the bulk commodity trades.

Assuming 50 years as the maximum economic operating life for a Lakes vessel, he said, "we had need in 1965" for immediate construction of 52 large ships to replace 117 existing ships averaging 60 years old, but now, three years later, not a single ship has been built.

"Considering the anticipated industrial growth and expansion of the Great Lakes region . . . some optimism" should be evident in the Great Lakes shipping industry, Hirshfield noted, but there is none. A main reason for this is competition from low-cost foreign-flag ships—even in the purely domestic trades.

'Vehicle' Needed

While noting that most provisions of H.R. 13940 would not affect the Great Lakes directly, Hirshfield said that the portion of the bill which would provide for the creation of tax-deferred construction reserve funds could be the "vehicle" by which "new efficient vessels, capable of meeting the modern-day needs of Great Lakes trade and commerce," could be built.

Report of International President



by Paul Hall

The upward spiral of medical costs in the United States is becoming a matter of increasing concern to the trade union movement, as it is estimated that the costs for a day's care in a U.S. hospital will zoom to \$100 by the year 1971.

Unfortunately, not all of the people in this country have the benefit of a Union health and welfare program to pay for their hospital costs and they must protect themselves against bankruptcy by enrolling in one of the major medical plans that are currently available.

The cost of major medical plans will, of course, rise in proportion to the cost of medical care and those with medical insurance may someday be confronted with an insurance program that carries a prohibitive price tag.

Not only is the cost of medical care becoming prohibitive, it is simply unavailable for many of our citizens.

Residents of poor rural areas have nowhere near the same life expectancy as urban residents. Many of them never even have the services of a dentist during their entire lifetime.

Many hospital administrators have singled out rising labor costs as the reason for the increase in the cost of medical care.

Prior to the growth of public service employee unionism, hospital employees were among the most abused and exploited workers in the American work force.

As a result of unionization, many of these workers are now earning a decent wage. Their working conditions are written into the union contract and are not subject to the whims of hospital administrators.

Of course, as in the case of rising hospital costs, or rising steel prices for that matter, or rising copper prices, or rising telephone rates, management must always designate a culprit.

Hospital administrators are now following in this tradition. The truth is that medical care in this country now falls into the category of big business and labor costs account for only a small part of the total picture of rising hospital costs.

The manufacturers of hospital equipment are posting enormous profits. Drug manufacturers recently reported a 16.5-percent gain in profits over the first quarter period of 1967.

In addition, doctors fees are on the upswing and medical specialists such as radiologists and anesthetists are taking a big cut from the patient's medical dollar.

Another problem is in the administration of the hospitals themselves. Many hospitals vie with each other to obtain the most modern equipment available and this has resulted in a costly duplication of services when the competing hospitals are located in close proximity to one another.

What has happened is, quite clear. Medical service in this country has become a purchasable commodity with the best service going to the highest bidder.

Many hospitals, instead of concentrating on providing the best medical service possible at the lowest cost, have taken on some of the trappings of a corporation—mass producing medical care with the best service restricted to those who are best prepared to pay the bill.

The poor, in far too many instances, are tucked away in overcrowded hospital wards, while the affluent are accorded all the advantages of private accommodations and their treatment is the best that the medical profession can provide.

The time has come for a complete reappraisal on the cost and quality of medical care in this country.

We are fast approaching a medical system where the right to live is based on the ability to pay. There must be a greater regard for human life—regardless of the size of the pocketbook—and both government officials and those directly concerned with the administration of health care must act quickly to stem the rising cost of medical treatment.

New Pilot's License



Seafarer David Johnson (center) of Reiss S.S. Co., recently earned his Original Pilot's License at Duluth SIU-AMO School of Navigation. At presentation were (l-r) Jackie Hall, Duluth Port Agent, Johnson, and Harley Ditsel an instructor of the upgrading school.

House Continues Hearings On Maritime Upgrading Bill

WASHINGTON—Hearings on a Congressionally-sponsored program to revitalize the rapidly-deteriorating U.S.-flag merchant marine continued during the last two weeks before the House Merchant Marine and Fisheries Committee.

Among witnesses testifying at the non-consecutive sessions conducted by the Committee chairman, Representative Edward A. Garmatz (D-Md.), were spokesmen for the American Maritime Association, the Lake Carriers Association and various shipping company representatives.

The legislation being considered (H.R. 13940), introduced in the House by Garmatz last November, calls generally for a five-year, \$300-million-a-year program to subsidize construction of 35 to 40 ships annually in U.S. shipyards, tax-free construction reserve funds for all U.S.-flag operators and extension of operating subsidies to presently unsubsidized bulk carriers.

Appearing briefly at one of the sessions, Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, said that hearings on a companion bill to the House measure (S. 2650) will begin before a Senate merchant marine subcommittee on May 20.

Effective Framework

"I hope the pending bill will provide the framework for an effective revitalization program for the United States Merchant Marine," Magnuson said. "Surely there must be a realization that the desperate necessity for revitalizing our fleet provides sufficient common ground upon which we can move forward to regain our rightful place upon the seas."

Alfred Maskin, legislative director of the American Maritime Association, emphasized—through two days of testimony—the need for ending "double subsidies" to the subsidized segment of the U.S.-flag fleet.

Asked by Representative Thomas N. Downing (D-Va.) about this "double subsidy" Maskin responded that it referred to those lines receiving direct operating and construction subsidies in order to provide for equalization

No Sale for Scab Grapes



AFL-CIO Farm Workers boycott campaigns met with success as seven co-op supermarkets in New York stopped selling California table grapes produced by struck Giumarra Vineyard Corp., and distributed under labels of other growers. Above, manager of one Co-op views sign being given out by Union Industries Information Center. UFWOC has been conducting boycott from SIU headquarters in N.Y.

Increased Exports 'Self-Defeating' Unless Shipped American, Hall Says

PORT NEWARK, N.J.—In a prepared statement released to a hearing here of the Senate Committee on Small Business, which is seeking to determine how the maritime industry can improve the nation's balance of payments position, SIU President Paul Hall said last week it would be

largely "self-defeating if our government were to develop an expanded export program, only to have the increased flow of goods channeled into foreign-flag ships."

"At the very least, the use of anything but U.S.-flag vessels would seriously dilute the efforts being made to correct the balance-of-payments deficit," Hall's statement told the committee session conducted by Senator Harrison A. Williams (D-N.J.).

Hall, who is also president of the AFL-CIO Maritime Trades Department, said he felt the Committee's hearings were "most time-

ly" since they come "when the Congress has embarked on historic hearings designed to establish a new maritime program for the United States" and "in a moment when we have recently learned from the Department of Commerce that in March we experienced our first monthly trade deficit in five years."

"I am sure this Committee is well aware of the potential problems which we face in international trade," Hall said. "During March, we imported \$158 million more in goods than we exported. Government statisticians have estimated that if we continue at this rate we could end up with an annual deficit of \$1.9 billion."

A 'Serious Problem'

While noting that even with the March deficit, the overall figures for the first quarter of this year still show that the country had "a neat export surplus," the SIU President pointed to the fact "that we are faced with a serious problem when we experience any slackening of our foreign trade."

"Last year, our balance-of-payments deficit soared to \$4 billion, and had it not been for the favorable trade balance that we built up, this figure would have been far higher," said Hall. "Even at that, it was critical enough to trigger some wide-ranging efforts by the Administration to bring our payments balance into line."

"Unfortunately, the government's program for reducing the balance-of-payments deficit did not include any plan for increased utilization of our American-flag fleet. This strikes us as exceedingly odd, because the ocean transportation account is an integral part of our balance of payments, the statement continued.

"Each time a ship engaged in foreign trade sails into an American port, several complicated transactions take place. Whether the ship is carrying export or import cargo, dollars in payment for transportation services flow either into or out of the U.S. If the goods are carried in American ships, manned by American crews, then our balance of payments is

improved. And, obviously, if the goods are carried on foreign-flag vessels, manned by foreign crews, our balance-of-payments position is further eroded," Hall declared.

The U.S. merchant marine contributed \$1 billion to the plus side of the balance-of-payments ledger last year, despite the fact that we carried only seven percent of this country's import-export cargoes, Hall's statement said.

Larger Share Needed

"Quite obviously, we cannot long sustain our merchant marine unless it carries a substantially larger share of our import-export cargoes than that. This is among the several pressing reasons why Congress is now holding hearings on a new maritime program—one that will give us more ships, newer ships, faster ships that can compete for the cargoes moving to and from our shores.

"And let me emphasize this: The key to our maritime expansion is cargoes. If the cargo is there, then the incentive exists to invest private capital in badly needed new vessels. There must be some reasonably long-range prospect of the employment of vessels before a shipowner will put his hard-earned capital into the replacement of the old rust-buckets that now comprise nearly 80 percent of our fleet. It has been my experience that there is in the American shipping community sufficient initiative, intelligence and ingenuity to develop and expand an adequate American shipping industry . . . but it has to have cargo.

"So even though the question of a shipbuilding program is not within the direct jurisdiction of this committee, certainly the question of the cargoes that might be available to any new ships must be a matter of considerable concern to you."

Hall urged the members of the committee to exercise their influence as the Congress considers a maritime program, and added: "Your help will be vital in the development of the merchant marine as an effective and interrelated part of our international trading efforts."

Senate Group Demands Govt. Act On Fleet Program Within 60 Days

WASHINGTON—The Senate Commerce Committee last week approved without change a sharply-increased maritime authorization bill which matches the measure passed earlier by the House of Representatives in raising the Administration's maritime budget request by \$122 million for fiscal 1969. Along with its

recommendation, the Senate group included a measure demanding that the Administration to come up within 60 days with a program "to strengthen and modernize" the merchant fleet.

The action on the authorization bill backs up the House—and the views of its Merchant Marine and Fisheries Committee, led by Chairman Edward A. Garmatz (D-Md.)—which opposed the Administration's policy of limiting the Maritime Administration budget to a bare minimum, and upped Administration budget recommendations to \$467 million for fiscal 1969.

The Senate Committee's unusual directive to the Administration read as follows:

"It is the sense of Congress that not later than 60 days after the date of enactment of this act the President should submit to Congress proposals to strengthen and modernize the American merchant marine."

There was no formal explanation of why the directive was added but it was evident the committee hoped to obtain some idea of what the Administration will accept in the way of legislation aimed at revitalizing the merchant fleet.

Sent to Full Senate

The full Senate now must act on the recommendations of the Commerce Committee, whose chairman, Warren G. Magnuson (D-Wash.) has also introduced in the Senate a companion measure (S. 2650) to Representative Garmatz' bill (H.R. 13940), calling for a program to modernize the merchant fleets.

House hearings on this program are now in progress and Magnuson has announced that Senate subcommittee hearings will begin on May 20.

Originally, the Administration slashed MARAD's requested budget so that only \$119.8 million was available for vessel construction—enough for eight or nine ships during fiscal 1969. The House committee upped that

amount to \$340,770,000, which provides for building of at least 30 ships. This figure includes an unspent \$103 million available from fiscal 1968.

Along with the maritime industry, both the Senate and House have waited three years for a promised message from the Administration on a proposed merchant marine program. Because of the continued lack of action, Congress proposed its own program last November. Current and pending hearings are the result of this action.

During hearings on the maritime authorization bill by the Senate Merchant Marine subcommittee, the chairman, Senator E. L. Bartlett (D-Alaska) tried to draw from Deputy Budget Direc-

tor Philip S. Hughes an opinion on what the Administration would do if Congress voted for higher maritime financial outlays but Hughes said he was unable to predict what the Administration would do in "face of a clear reflection of Congressional intent."

Hughes maintained that the nation's present fiscal dilemma made it necessary to hold the line on the maritime budget funds.

In answer Bartlett said:

"The members of the subcommittee realize the dangers affecting the budget, but we have another duty too. That is not only to build up the U.S. Merchant Marine so that commercial interests are bettered, but so that there will be ships to aid the military."

Crew of President Johnson Receives Ship Safety Award

PORT NEWARK, N.J.—For their action in rescuing 10 crewmembers from the sinking Chinese vessel Kwong Shun last year, the Seafarers and officers of the SIU-contracted President Johnson (American President Lines) have been presented with the maritime industry's highest award for safety—the 1967 Ship Safety Achievement Award. The Award, is made annually by the Merchant Marine Section of the National Safety Council.

In addition, each Seafarer involved with the rescue was presented with a certificate of merit. Seafarer Frank Hokomura, the only crewman able to attend the ceremony, had leaped into the storm-whipped waters to swim out and rescue a Kwong Shun seaman. Certificates for the other Seafarers were accepted on their behalf by Edward McClafferty, operations superintendent of American President Lines.

Formerly known as the President McKinley, the freighter also received the Maritime Administration's Gallant Ship Award last

November at MARAD headquarters in Washington.

The ship had responded to an early morning SOS on January 7, 1967, from the Kwong Shun, which was adrift in 50-knot winds and heavy seas off the Philippines. The McKinley, bound at the time for Kobe, Japan, diverted its course and headed to the aid of the sinking vessel. Two initial attempts to rescue the men who had abandoned their doomed ship were unsuccessful. Finally, the McKinley's master, Captain John F. Bohle, was able to bring the ship close enough to the struggling survivors so that Seafarers were able to go over the side with a ladder and pull the men aboard.

The safety award was presented to Bohle by Captain W. S. Doe of the Merchant Marine Safety Division, Third District, U.S. Coast Guard, in ceremonies here aboard the President Johnson last month.

MTD Meets In Duluth



Peter McGavin, Exec. Sec.-Treas. of MTD, addresses recent MTD organizational session in Duluth. Seated (l-r) are: H. McKinnon of Canadian Officers Union, pres. of Canadian Lakehead Port Council of Port Arthur, Ont.; H. Bloomquist, Grainmillers, Local 217, pres. of MTD Duluth-Superior Port Council; and J. Hall, Sec.-Treas. of Duluth Port Council of Maritime Trades Dept. and SIU Port Agent.

At recent Louisiana AFL-CIO Convention in Baton Rouge, SIU President Paul Hall talked with Vic Bussie, President of the La. AFL-CIO (right) after close of session at which Hall spoke. Among others at Convention were (see photo below, l-r): Buck Stephens, SIU New Orleans Port Agent, Charlie Richardson of District No. 2, MEBA, SIU Vice Pres. Lindsey Williams and Del Aleman, of Barbers Local No. 496.



Soviets Defying Fishing Agreements, Congressmen, SIUNA Officials Warn

WASHINGTON—The Soviet Union is fast outpacing the United States in fishing, two members of the House Merchant Marine and Fisheries Committee told a meeting of the AFL-CIO Maritime Trades Department here last month, and the situation is being aggravated by systematic Russian "stripping" of U.S. spawning beds in defiance of negotiated agreements. SIUNA officials agreed.

Representatives Hastings Keith (R-Mass.) and Joseph Karth (D-Minn.) warned, at a day-long seminar, sponsored by the seven-million-member MTD, that a more intensive federal effort aimed at rescuing the sinking U.S. fleet should be undertaken and urged that the program be coupled with more "realistic" international agreements to protect this nation's off-shore fishing grounds.

The top officers of two SIUNA-affiliated unions directly threatened by violations of existing treaties emphasized the alarm registered by the Congressmen.

James D. Ackert, president of the Atlantic Fisherman's Union, told the assembled gathering of representatives from maritime labor, industry, and Congress, that "the charter of the International Commission for North Atlantic Fisheries should be revised to restrict over-exploitation of fishery stocks or to give preference to the nation off whose coast the fishery stock is found."

Ackert, a vice president of the SIUNA who originally brought Russian violations of existing treaties to the attention of Congress, further urged that any action taken "should be accompanied by an efficient policing program."

Secretary-Treasurer Austin P. Skinner of the New Bedford Fisherman's Union also an SIUNA vice president agreed and, in addition, urged the inauguration of a program "to improve the efficiency" of the U.S. fishing industry and encourage the best suited trainees to reach their high-

est capacity of earnings in the industry.

Representative Keith noted that since 1955, Russian fishing tonnage has increased by 150 percent, going from one million gross tons to 2.5 million gross tons. U.S. fishing tonnage increased less than five percent during the same period, and currently stands at only 750,000 gross tons, he noted.

Comparing the amount of fish being harvested, Keith went on, the annual Soviet catch has increased 250 percent while the U.S. catch has been declining. "Today," Keith declared, "the Russians are taking almost twice as much fish tonnage from the sea as we are—and they're taking a lot of it off our American banks and from our American spawning grounds."

Stop 'Foreign Incursion'

Karth said that the "foreign incursion" on American spawning grounds can be stopped only through mutual agreements that prevent over-fishing and that contain "effective policing machinery."

Otherwise, the Minnesota Congressman pointed out, "we'll just be kidding ourselves. We will be closing the door on our own fishing vessels while doing nothing to halt the activities of the fishing fleets of other nations and, particularly, those of Soviet Russia."

"We are the biggest fish importer in the world," he said, "and the value of these products exceeds three-quarters of a billion dollars. In reducing the critical balance of payments deficit problem, reversal of this figure would, alone make a worthwhile contribution to our national interest."

At another MTD session, mari-

time management and labor were challenged to "improve and perfect" pending legislation to establish a new merchant marine program for the United States.

The invitation came from Representative Joshua Eilberg (D-Pa.), one of more than 70 House sponsors of the measure which calls for investing \$300 million a year for five years in new ship construction; extension of building and operating subsidies to presently unsubsidized operators; and the granting of tax-deferred status on construction reserve funds established by all American ship operators.

Eilberg conceded that the bill in its present form was not "perfect," adding that hearings now being conducted by the House Merchant Marine and Fisheries Committee should be considered a "perfecting mechanism."

In calling for "constructive alternatives" to the proposals now under consideration, the Pennsylvania Congressman made it plain that the draft legislation was not an "ultimatum" to the industry. Instead, the pending legislation calls for a three-year study by a national commission "on the extent to which federal assistance might be needed to preserve and protect" America's shipbuilding capabilities.

Eilberg said that the bill that finally emerges from the committee should adhere to the concept of the Merchant Marine Act of 1936 which, he said, was "based on the principle of an American-built, American-owned and American-manned fleet to carry a substantial share of our foreign waterborne commerce and to serve as our fourth arm of defense."

The Atlantic Coast



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

In addition to its challenge of the United States as a great oceangoing power, Soviet Russia now threatens the economy of America's fishing fleet by blatant violation of existing treaties in stripping fish spawning beds off our shores. As usual in maritime matters, the Administration has done nothing to correct the situation. Once again, it appears to be up to Congress, and we hope prompt action will be taken to curb the Russian abuses of our off-shore waters which are seriously curtailing the catch of U.S. fishermen.

Philadelphia

Peter Blanchard will take the first chief cook's job that hits the board. Pete is a 20 year man with the Union.

Any ship taking coal to Holland can have a good oiler, now that Bob Kwiatowski is available.

Alexander Tuum would like a carpenter's job. Alex recently sailed on the *Steel Executive*.

Recently on the *Erna Elizabeth*, Simplicio Mansen is registered for a cook's berth. He's got 22 years with the SIU.

Norfolk

Cicero King made a trip to Vietnam on the *Santa Emelia*, sailing as oiler. Cicero will be going out again, shortly.

Themistocle Zitouniadis was on the beach for awhile and is now looking for a new ship. A 17-year man, he sails as oiler.

Robert Porter had a short trip on the *Penn Transporter*. He'll go anytime, anywhere, now that he's fully relaxed after a week's vacation.

Boston

Thomas Snow just got out of drydock with a FFD slip and will take the first good AB's job to come along. Tom was last aboard the *Western Clipper*.

Alvoie Green spent some time with the family and is now ready to sail. His last job was BR on the *Transerie*.

John Minnahan had a wiper's job on the *Western Comet*. He was sorry to see this ship lay-up and will take it on the slow bell before going out again.

Baltimore

Antonio Dos Santos took a vacation after his FWT's job on the *Portmar*. A Seafarer since 1951, Antonio is ready to ship again any time.

Bienvenido Ledo is waiting for a nice short run. "Ben" has been in the SIU for 26 years and ships



Tuum



King

in the deck department. His last vessel was the *Bethflor*.

Crowder Story is the opposite of Ben, waiting for a good long trip. He last sailed on the *Robin Trent*. Crowder told us he thinks the SIU vacation and welfare plan is the best in the industry.

Puerto Rico

Evaristo Rosa spent eight months on the *Gateway City* and is back here for another oiler's job.

AFL-CIO Unions Urged to Assist In 'Summer Jobs for Youth' Drive

WASHINGTON—The urgency of opening up opportunities to disadvantaged youths makes it imperative that labor give active support to the government's "Summer Jobs for Youth" program, AFL-CIO President George Meany emphasized in a letter to presidents of affiliated national and international unions.

Meany urged the unions to hire young people directly and to encourage locals and "employers with whom you have contracts" to do likewise.

He called for full labor cooperation with local Mayors' Committees on Youth Opportunity that have been established in cities across the nation.

Meany noted that the AFL-CIO convention last December "heartily endorsed" President Johnson's Council on Youth Opportunity which involves the "highly important" summer employment program headed by Vice President Humphrey.

A convention resolution stressed the high rate of joblessness among youth, particularly in urban ghettos, and instructed all unions to "make useful contributions in meeting the recognized needs of youth."

Meany pointed out that some two million youngsters will be looking for income from jobs this summer and "the full cooperation

of every one will be needed to fill their desire for work."

In an earlier letter, he urged AFL-CIO state and central bodies to develop summer programs for hiring "young people from poverty areas in the 16-to-21 age category" and to cooperate with the second aspect of the summer youth program—making recreational and cultural facilities available to disadvantaged youngsters.

Humphrey, in a letter to Meany, thanked labor for its past support of the government's summer youth programs, and said "expanded participation in this summer's campaign by individual unions and central labor bodies "can be the difference between success and a good try."

The federal government is doing much to provide new opportunities for youths, but success of its efforts depends upon help from the private sector of society, Humphrey emphasized.

"I urge the labor movement not only to continue to support these efforts, but also—in the light of the enormity of the need—to expand its activities," he added.

Receives SIU Death Benefit



Mrs. Donald Willis receives an SIU death benefit check from West Coast Representative Pat Marinelli in San Francisco. Her husband died March 2. Mrs. Willis expressed her thanks to the SIU for its help in her hour of need. Brother Willis sailed in engine department.

SIU Engineers Upgrading Prepares Seven More Seafarers for Licenses

Seven additional Seafarers have received an engineer's license after completing the course of study at the school of marine engineering sponsored jointly by the SIU and District 2, MEBA. Four of the men are new second assistants, while three received a third assistant's license. This brings to 241, the number of Seafarers who have obtained licenses through the school.

George Kosch formerly sailed as FOWT. A third new assistant, he was born in Cleveland and lives in Flushing, N. Y. The 41-year-old Seafarer joined the SIU in 1945 in New York.



Kosch

A new second assistant engineer, David Fischer also sailed as FOWT. A native of Wisconsin, he lives in Union City, N. J. The 51-year-old Seafarer joined the SIU in 1955 in New York City.

A new second assistant engineer, Melvin Chandler joined the SIU in Seattle in 1963. A resident of Reno, Nevada, he was born in Louisiana. Chandler is 43 years old and formerly sailed as an FOWT.

Francis Keeley has sailed as



Fischer

deck engineer, FWT and oiler. He is 40 years old and joined the Union in 1948 in New York. Born in California, he now lives in Tujunga, Calif. He received a second assistant engineer's license.

A third assistant engineer, Harold Middleton joined the SIU in 1963 in San Francisco. He was born in Hawthorne, Ala., and lives in Jacksonville, Fla. The 40-year-old Seafarer formerly sailed as FWT, oiler, deck engineer and pumpman.

A third assistant engineer, Henry Kugler formerly held an FOWT rating. Born in Honduras, he lives in New York City. He joined the



Buck



Middleton



Kugler



Chandler

SIU in that port in 1964. Brother Kugler is 34 years old.

John Buck, Jr., was born in Blounts Creek, N. C., and lives in that town. He joined the SIU in 1955 in Baltimore. A second assistant, the 41-year-old Seafarer formerly sailed as FOWT.

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

Those who qualify and wish to enroll in the school can obtain additional information and apply for the course at any SIU hall.

Increase In Wage Rate Affects Japan's Ship-Shape

TOKYO—Somewhat higher wages, gradually won by the long-underpaid Japanese worker, have prompted Japan's shipbuilders to seek a no-competition pact with West European shipbuilders in order to preserve their profits. A halt in the construction of new mammoth ship docks also is proposed.

The Japanese shipping industry hopes to seal the deal at the third annual meeting of Japanese and West European shipbuilders in Rome, starting May 11.

Reports here indicated that the reasoning behind the Japanese move is the fact that costs have risen by three percent a year because of rising labor and production demands.

This increase, it was said, results mainly in better salaries for the working man.

The Japanese shipbuilders have said for some time that this has brought about "prosperity without profit," because they have been unable to increase export ship prices in the face of keen competition with Western European shipyards.

This is why the Japanese shipbuilders are urging European rivals to agree not to bid for ship orders at "unreasonably low prices," and not to build any more docks of more than a 150,000 deadweight-ton capacity.

Last year, Japan obtained export orders for 153 ships, totaling 5,930,000 gross tons, and worth \$960 million. Although the figure was below the 1966 figure of \$1,456 million, Japanese yards are reported to have backlog orders totalling some 13 million tons which will fill their shipbuilding capacity for at least a couple of years.

Hall Urges Tax Free Reserve Funds Aimed at New Vessel Construction

NEW ORLEANS—One of the best ways in which the United States government could help the ailing American merchant marine would be to permit shipowners to accumulate tax-free reserve funds for the purpose of building new vessels, SIU President Paul Hall said here recently.

Hall who is also president of the seven-million-member AFL-CIO Maritime Trades Department spoke at the 19th annual Institute on Foreign Transportation and Port Operations at Tulane University here.

"This would, without a doubt, bring about a total change in the horrible situation our maritime industry faces," Hall declared. "If such a tax-free reserve program were put into effect, we would see the greatest industry boom ever to happen in peacetime."

Government ship construction subsidies, Hall pointed out, benefit only a handful of U.S. shipping companies who "have not been really competitive" in the fight for a larger share of world trade.

Authorization of tax-free reserve funds for construction would encourage people to invest more money in an American merchant marine geared for competition, he said.

Might Curb Runaways

Such a program might also help bring back into the U.S. economy American interests who now operate foreign-flag vessels as a cost and tax shelter, the SIU president said. If these runaway ships were brought under the U.S. flag, it would result in \$1 billion more in tax collections, and sharply reduce this country's balance of payments deficit, Hall noted.

Wayne L. Horvitz, vice president of the SIU Pacific District Matson Navigation Company, also criticized the government's construction subsidy program.

"Only seven companies in the United States can really use construction subsidies at the present time," said Horvitz, "and funds for the construction differential subsidy are no longer commensurate with the operator's needs or plans—even those presently able to take advantage of it."

Horvitz said his unsubsidized company has been able to afford contracting for American-built ships only because they will operate in protected U.S. trade from the West Coast to Hawaii.

"Meanwhile," he observed, "foreign carriers . . . are carrying 94 per cent of all non-military cargo shipped from the United States to overseas ports."

Mrs. Helen D. Bentley, maritime editor of the Baltimore Sun, also spoke at the institute, which

was sponsored by Tulane University's Graduate School of Business Administration. She cited the decrepit state of many U.S.-flag merchant vessels.

Fleet Largely 'Rustbuckets'

"Of the 975 privately-owned ships now operating, nearly 600 of them are of World War II vintage," she said. "Many of them are nothing more than worn-out rustbuckets."

Mrs. Bentley pointed out that even when this year's ship construction in the United States is operating, America will have only 155 dry cargo ships that are less than 10 years old. By contrast, she noted that her findings, during a recent survey of the vigorous maritime industry in Norway, showed the average age of all that country's merchant vessels is only 6½ years and "they carry 40 percent of Norway's cargoes."

Vice Admiral L. P. Ramage, USN, Commander of the Military Sea Transport Service, discussed some problems facing the merchant marine today as they are related to his agency and stressed the importance of the merchant fleet in times of emergency.

"Tramp ships, designed for general trading to all parts of the world, self-sustaining as to cargo handling, and with cargo spaces adaptable to the varied stowage requirements of modern military equipment, are irreplaceable," he said.

"It is easy to understand why the present state of the American tramp fleet is of serious concern to all echelons of the military services," said Ramage.

'Potential Peril' of Weak Fleet Shunned by Govt., Hood Charges

WASHINGTON—Although the security of the nation is likely to be "severely endangered" by 1970 when U.S. maritime capabilities drop to a critical low point, Government agencies continue

to treat this "potential peril with disdain," President Edwin M. Hood of the Shipbuilders Council of America declared recently in his annual report to council members.

Hood said these same agencies also continue to discount the seagoing threat of Russian fleets of merchant, fishing, oceanographic and naval ships now sailing or under construction.

The SCA president's report emphasized that the seapower arsenal of the United States "is largely composed of vessels 20 years of age and older, and it needs only to be stressed that there comes a time with such ships that physical exhaustion, material fatigue and economic impracticability dictate replacement."

"To delay," Hood continued, "is merely trifling with the inevitable. To procrastinate is merely to increase the ultimate cost in dollars and requirements. To do nothing is to abandon the essential objective of keeping the sea lanes open to serve our own national interests."

"To accuse the Administration of doing nothing" may not be proper, he noted, "but the evi-

dences of procrastination are not difficult to discern."

Hood went on to say that the American-flag merchant marine carried only 4.5 percent of all United States foreign commerce in 1967, the lowest level of participation since 1921, but only in Congress has there been any sign of official concern over this fast-growing obsolescence of the fleet.

He was referring to the congressionally-sponsored bill for a new maritime program now the subject of hearings being conducted by the House Merchant Marine and Fisheries Committee under the chairmanship of Representative Edward A. Garmatz (D-Md.). Similar hearings are scheduled later this month on a companion bill, pending in the Senate, by the Senate Merchant Marine subcommittee.

"Legislation that could restore the American merchant marine to strength and vitality has been proposed in Congress," Hood continued. "If enacted, this legislation, among other things, would call for the construction of 35 to 40 merchant ships annually in U.S. yards for five years."

Receives Interracial Council Award

Govt. Funds to Ease Urban Crisis Called Sound 'Investment' by Meany

NEW YORK—The massive government effort needed to help resolve the nation's urban crisis should be considered, "an investment in America" rather than mere federal spending, AFL-CIO President George Meany emphasized here recently as he addressed a dinner of the Catholic Interracial Council after accepting its

John LaFarge Memorial Award. He pointed out that the entire history of social progress shows that money spent for programs to enhance the general welfare is "self-liquidating, through the dollars returned in taxes to the public treasury."

The "general prosperity" of recent years, he said, is the result of "social investments" proposed by Presidents John F. Kennedy and Lyndon B. Johnson, and enacted by Congress—"especially the 89th Congress."

Now, he continued, new "investments" are required to create jobs, educational opportunities and new housing for those who are crowded into big-city slums.

Meany agreed that the Vietnam war is expensive—"protecting freedom is always expensive." But he attacked those in Congress who use the war as an excuse for not funding the critically-needed urban programs.

The war is costing "something

like \$25 billion a year," he observed, whereas the gross national product—the total of goods and services—is running at \$800 billion a year.

"Take away \$25 billion for Vietnam and you still have \$775 billion or so to use for other needs," he declared.

Renounces Extremists

Meany hit out at the extremists on both sides of the civil rights picture who "weaken the vital center, now made up of the overwhelming majority who have faith in democracy, faith in America and faith in the future."

On the one side, he said, are the "so-called black militants" who base their case on riots, reject American society and preach hatred and violence.

Although they have little following among Negroes, Meany said, they often weaken the goodwill of the timid and "are all too well served by the communica-

tions media which are fascinated by the screams of a Carmichael, by sensationalism which it falsely calls news."

"On the other side, but nearly identical," he continued, "are the white vigilantes, some of them, to the nation's shame, holding respected positions in government and community life."

They blame disorders "on the progress they tried to prevent" and their "prescription for disorders is the gun," Meany stated.

"Incredible as it seems, they have been politically strong enough to block gun control legislation—even a bill to control the mail order sale of rifles like the one that killed John F. Kennedy."

The AFL-CIO has long understood, Meany declared, "that the only answer to both the extremists and the well-meaning falterers is action—bold, positive action to convert paper rights into tangible progress."

No one can condone riots, he observed, "but we must understand them. We should understand that a law which at last ratifies the Declaration of Independence—that 'all men are created equal'—is of little comfort to whom the fruits of equality are a long time coming."

Too Little Action

There has been "too much talk and too little action" on a number of subjects, Meany said:

On housing, "where the minimum need is for a half a million low-rent units a year."

On job creation, "because America needs a million new, useful jobs right now."

On education, "not just to continue but to expand the present structure, including Head Start and Catch-Ups . . . not tokens or experiments, but meaningful, ongoing undertakings."

He told the dinner audience that the cause of interracial justice "lost a great leader" in the assassination of Dr. Martin Luther King, Jr.

Dr. King, he said, sought the brotherhood of man "in a spirit of love for his neighbor, of love among all neighbors, here and throughout the world."

This doctrine of "universal brotherhood," Meany said, is a goal brighter than any other and "it lights a path to the future" that the nation and all of its citizens must follow.

The award presented to Meany, a scroll made by Carmelite nuns, honors the late Father LaFarge, who founded the council in 1934 and fought most of his life against racial bigotry and discrimination.

It cited Meany's "important contributions in the field of interracial justice," including efforts to bring minority youths into apprentice programs and remove racial barriers in housing and jobs.

In accepting the award, Meany stressed he did so in the belief that it recognized the achievements of the entire American labor movement—its unions, leaders and rank-and-file members.

"They are doing the job; they have earned the credit," he said.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Shipping is good in Detroit, but entry-rated jobs have slowed down somewhat. A few old-timers are on the beach and ready to ship, including Herb Tipton, one of the best cooks around, who is now FFD after a spell in drydock. Some lucky crew will see him shortly.

The Mackinaw Transportation Company has laid-up the Car-ferry Chief Wawatam. The tug Muskegon and the barge Manistee have taken over the transporting of railroad cars across the Straits of Mackinaw. There is some thought that the tug and barge will not be able to cross the straits during the winter months, especially in January and Feb-

season progresses.

We are moving our clinic from Superior, Wisc., to Duluth, which is ideally located. We expect to move our office within the next six months to a location only three blocks from the Duluth clinic.

Buffalo

Shipping is holding a steady pace with four vessels still waiting to fit-out. We are filling jobs every day in all entry ratings.

A Norwegian vessel, Diala, was the first ocean ship to arrive in this port. She came in from Cornwall, England, and carried a cargo of English clay. The Captain, who received a certificate and a replica of a buffalo to mark the occasion, reported that he encountered no serious delays until he reached the ice fields near this port. The ice is still some 20 miles out of the harbour.

Cleveland

The season is in full swing as far as this port is concerned. All ships in the fleet are off and running after the winter lay-up. The board is as empty as Mother Hubbard's cupboard.

We are building up a reserve of men for the coming month to take care of the calls for replacements, and entrymen are plentiful. Oilers, AB's and firemen are scarce right now.

Joe Ventressa is around the hall these days and Joe Vovko has also been in. Still holding down the barn boss's job at the hall is old-timer Pat Sheeran. Pat is thinking of using his AB ticket again after not sailing for a few years. Smooth sailing Pat.

Chicago

Shipping in this port has been good so far and we have filled all requested jobs for rated men. The recruiting program has been an asset in filling those jobs not thrown in for by the membership.

David Romanelli is fit for duty and waiting for a good job. Joe Yukes still runs a fruit and vegetable farm between ships. He suffered a hand injury while fixing a tractor flat but is in good shape now. Lloyd Kizer applied for his pension and will spend his retirement soaking up Florida sunshine. Lloyd will not be idle all the time, as he's fixing to go into the restaurant business.

The only vessel left to fit-out in this area is the Milwaukee Clipper, expected to begin calling for men early next month.



Hawkins



Martin

ruary when the ice really builds up. The old Chief Wawatam operated for 57 years without mishap. She was also used as an icebreaker before the U.S. Coast Guard took over this function.

We have a meeting scheduled in St. Ignace, to discuss severance pay and work rules with the Mackinaw Transportation Company.

Another company, Penn-Dixie Cement Corporation, is planning a tug and barge operation, hauling cement across Lake Michigan from Petoskey to Milwaukee. The barge is the SIU-contracted John A. Galster. The company bought the tug from McAllister Towing Company of Philadelphia and it will arrive on the Lakes in May. We told Penn-Dixie Cement that they must honor our present contract as we still have jurisdiction.

We have filed unfair labor practice charges against the Checker Cab Company in Detroit. From all indications, it looks like we will have to strike this company in order to reach an agreement.

The Automobile Salesmen's Association held a special meeting at the Wolverine Hotel in Detroit with more than 300 members in attendance.

After a long winter aboard the John J. Boland, Joe Salisbury is ready for the golfing season.

Toledo

This port is quiet, with all ships fitted-out and sailing. Floyd Hawkins and Ralph Keen are sailing on the Ben Calvin and glad to be back on the job. We said hello to Charles Murphy, sailing as porter on the Diamond Alkali. Greg Burke, oiler, is back from the West Coast. Oiler Bob Kleman is on the Harris N. Snyder. Julian Martin is also sailing on that vessel.

Duluth

We've had some bad weather recently, including a snow storm which marred our no-storm record for this winter.

The weather however, has not stopped the men from filling the hall. Most are unrated, but every now and then, a rated man drops by. So far, shipping is slow, but we expect it to get better as the

MARAD Expands Schedule On 50-50 Guideline Rates

WASHINGTON—An expanded schedule of 50-50 guideline rates for American ships carrying full shiploads of government-sponsored heavy grains in bulk from the United States to India has been issued by the Maritime Administration. It has been designated as Voyage Charter Rate Schedule No. 1A.

Previously, following vigorous protests by the SIU and officials of unsubsidized shipping companies, MARAD adopted a higher guideline ceiling based on rates for ships carrying grains from U. S. Gulf ports to Bombay-Kandla (India). The various ships were listed in five categories.

MARAD agreed at the time that the rates for all other ports in India would be computed in conformity with the guidelines set for the Bombay-Kandla run, via the Suez Canal.

In schedule 1A, MARAD has listed the rate for each type of ship from U. S. North Atlantic, California, North Pacific and St. Lawrence, as well as Gulf ports, to the East and West coast ports of India.

Schedule 1A now replaces the "interim rates" for these ports established in December, 1967 by MARAD and will continue in effect until January 1, 1969.

The "interim rates" drew protests from the SIU and management officials of the unsubsidized sector of the U. S. Merchant Marine because they discriminated against the more efficient intermediate sized vessels—those between 15,500 tons and 39,999 tons—and catered to higher-cost smaller ships.

A check of Schedule 1A shows how MARAD arrived at the rates for each port in India, using the formula set down on the Bombay-Kandla run from U. S. Gulf ports. For example, in Category 1 the base rate is \$40.57 per ton. So the rate from a California port to Bombay is \$41.84; from the North Pacific it is \$40.53 and from the

St. Lawrence it is \$39.60.

For East coast ports of India, the Category 1 rate from the North Atlantic ports is \$41.24; from California, \$39.12; from North Pacific, \$37.92; from St. Lawrence, \$43.31 and from Gulf ports, \$44.55.

Also, the new schedule provides an allowance of \$6.50 per ton for ships in Categories 4 and 5 (see schedule below) that must lighten entire cargoes for ultimate delivery to Calcutta. In addition, during the closure of the Suez Canal—where it is necessary to deviate around the Cape of Good Hope—\$5.00 may be added to the base rates per long ton for ships in categories 1, 2, and 3, and \$3.50 per ton for vessels in categories 4 and 5.

Following are the basic guideline rates, announced by MARAD on March 21 and March 27, from U. S. Gulf ports to Bombay-Kandla, India, in each of the five categories:

1. \$40.57 for Liberty ships, C-1's, C-2's, Victories or equivalent.

2. \$38.53 for jumboized Liberties, small jumboized tankers, C-3's or equivalent.

3. \$45.04 for converted C-4's, jumboized Victories, AP2-J's or equivalent.

4. \$30.88 per ton for BXT's (L), T-2J's (S) and T2's.

5. \$27.01 for Sabines, C-5 Seafarers, T-2J's (L), Aldinas, or equivalent through 39,999 dwt.

For ships over 40 thousand deadweight tons, special rate determinations will be required by MARAD.

WRITE TO THE LOG

AFL-CIO Bids Congress Act On Pending Social Legislation

WASHINGTON—A "rich, affluent America" can afford the programs needed to improve education, enforce the minimum wage and protect the safety and health of workers, the AFL-CIO told Congress.

The federation urged a House Appropriations subcommittee to vote more money—not less—for key programs administered by the Labor Department and the Department of Health, Education and Welfare.

AFL-CIO Legislative Director Andrew J. Biemiller asked Congress to appropriate the full amount it previously authorized for aid to education, even though a lesser amount is requested in the President's budget. To do less, he warned, would mean either "spreading the funds too thin to be helpful or concentrating the funds on so few pupils that only a fraction of the need could be met."

Biemiller reiterated labor's "grave concern" at the proposals for further cuts in the federal budget, "virtually all of which would make their deepest slashes in the programs we consider of most urgent need."

AFL-CIO Legislative Representative Ray Denison, who presented Biemiller's testimony, submitted a detailed 38-page statement on the budget for the two departments and related agencies covered in the same appropriations bill—the National Labor Relations Board, the Federal Mediation and Conciliation Service, and the National Mediation Board, which administers the Railway Labor Act. In oral testimony, the AFL-CIO spokesman stressed these key areas:

- The 50 additional wage-hour investigators provided in the budget request are urgently needed and, in fact, an additional 325 more investigators would be required "to adequately protect the 42 million working Americans" covered by the wage-hour law.

- Only 10 safety inspectors are employed to enforce federal safety standards for 27 million workers in firms covered by the Walsh-Healey Public Contracts Act. "The fact that 13 additional positions are sought in the budget is encouraging, but, realistically, it is totally inadequate to meet the need."

- The occupational health budget of the Department of Health, Education and Welfare should be increased to \$4.5 million above the Administration's request. "If Americans are to be safeguarded from illness and death caused by occupational health hazards, we must move ahead with a concerted program to find out more about their cause and effect and how to reduce them."

- The aid to education laws enacted in recent years marked "an impressive beginning" even though they fell short of the support needed "to provide quality education for every child wherever he may live, whatever his family income, and whatever his race or nationality background."

The "most tragic" budget proposal would provide only \$1.2 billion—less than half of the \$2.5 billion which Congress has authorized—for aid to elementary and secondary education. Other needed programs, including the Teacher Corps and the Bilingual Education Act, intended to help children from Spanish-speaking homes overcome language barriers, are also underfunded. Biemiller reiterated labor's willingness "to pay our fair share of the costs" of meeting America's needs at home as well as its commitments abroad. "America's domestic crisis will not be met by across-the-board budget cuts or wholesale jettisoning of programs that we all know are necessary to improve the quality of American life," he declared.

LABOR ROUND-UP

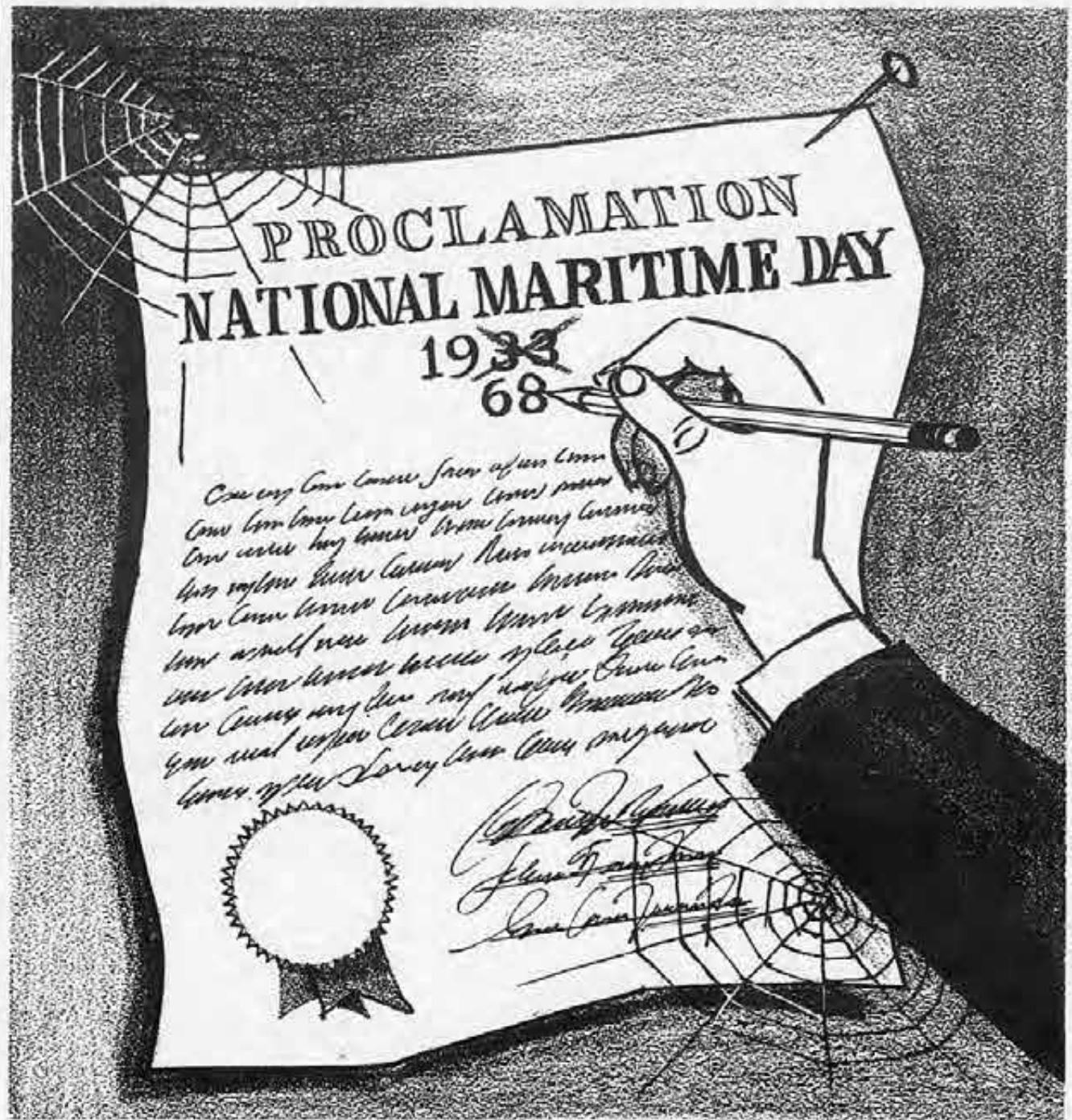
The Post Office Motor Vehicle Employees have won a year-long effort to prevent the contracting of postal trucking service to contractors paying substandard wages. The Labor Department announced that it will go ahead with plans which had been deferred last year to determine prevailing area wages and fringe benefits for truck drivers carrying mail under federal contracts. The union had contended that a number of private firms had been used for mail hauling, in place of federal employees, because of a lower wage scale. The AFL-CIO Department of Research had assisted the union in pressing for the wage-setting procedures under the Service Contracts Act.

Jersey City, N.J. employees of the Trust Co. of New Jersey voted by a 40-1 margin for the Office and Professional Employees to represent them in collective bargaining. OPEIU President Howard Coughlin said the National Labor Relations Board reported that of 280 eligible employees, 243 voted for the union and six for no union, with four ballots challenged. The bank was the second organized by the same union

in New Jersey. First was the Hudson Trust Co. in Union City late last year. Coughlin said the "overwhelming" pro-union vote here reflects a profound change in the traditional attitude of bank employees toward unions. He said that unionization of the banking business is "inevitable not only because of low bank wages, but also because of the double-barreled threat to job security posed by mergers and automation."

The Rhode Island legislature voted unanimously to charter a comprehensive group health program sponsored by the State's AFL-CIO, with both Democratic and Republican leaders joining in praise. The legislation establishes the Rhode Island Group Health Association as a nonprofit, tax-exempt corporation to provide prepaid health services for its subscribers. Labor Day of 1969 has been set as the target date for opening of a modern medical center stressing preventive health care. The measure cuts through cumbersome red tape and permits the program to be directed to an all-consumer board, including representatives of unions and the public.

Paper Tiger!



In accordance with a 35-year-old act of Congress, the Administration has once again called upon the nation to celebrate "National Maritime Day"—May 22—as a tribute to the American Merchant Marine.

As we read the text of the official proclamation, however, it is clearly evident that there is no cause for celebration in this year of 1968. Respect is the better word—for the men who keep aged vessels afloat with skill and spirit to maintain the vital role that our merchant marine plays in the economy and defense of our nation.

When Congress originally established an annual Maritime Day in 1933, its purpose was to honor the first Atlantic crossing by a U.S.-flag steamship—the S.S. Savannah—in 1819 and, in the words of this year's Administration proclamation, "to remind Americans of the importance of the merchant fleet to our national life."

Reminding the people is an empty gesture when the government, itself, consistently chooses to overlook that importance.

In the face of the glaring maritime crisis in which the nation finds itself today, the Administration's message—paradoxically—began as follows:

"To sustain our nation's strength through trade and to fulfill our international commitments throughout the world, we rely heavily on the men and ships of the merchant marine.

"Our merchant ships are an essential part of the transportation bridges that extend from communities in America to those in Europe and Asia—and to our servicemen and women wherever they stand in freedom's defense."

These are glowing sentiments—but from an Administration which has proven itself thus far insistent on a do-nothing attitude toward the shocking deterioration of the U.S.-flag fleet, they are meaningless, indeed.

While mentioning that our merchant ships "have carried more than 20 million tons of food, weapons and supplies to our fighting men in Vietnam," the Administration omits the fact that some 75 percent of the vessels performing this task—transporting 98 percent of the U.S. men and materiel required in Southeast Asia—are ships of World War II vintage which originally did similar service decades ago and are strained to the utmost by the tasks demanded of them today.

Despite repeated warnings from maritime labor and industrial experts—together with congressional concern over our growing struggle to maintain an independent maritime fleet—the Administration has stalled for three long years on a promised program for the revitalization of the American merchant marine.

Under the guise of economy, funds requested for maritime needs were slashed this year and at the same time the government continued to condone increasing activity by runaway-flag fleet operators and watched America's import-export trade fall during 1967 to a low of less than five percent carried in U.S.-flag bottoms.

"America's present position as the world's greatest trading power," this year's proclamation of National Maritime Day declares, "grows from its early tradition, when a strong merchant fleet carried the commerce of a young nation to the seaports of the old world."

How ironic it is that this fine tradition is systematically being given away—largely to the flag ships of the "old world"—by the same Administration which proclaims such noble pride in it.

If current congressional efforts to turn the tide for the rapidly-diminishing U.S.-Flag fleet are not successful, future observances of National Maritime Day may well become memorial services.

Phantoms of the Sea

THERE may be more to the heritage of the famed frigate U.S.S. Constellation than heroic sea battles. This vessel, soon to be put on display at Pier 4 in the port of Baltimore, not only carries an aura of an adventurous past, but also may now be carrying a living—or dead—remnant of her days at sea.

A ghost may be walking her deck.

The old Constellation is only one of many ships—some in recent years—which are reported to have received visits from the unknown. Some of these ghostly apparitions have been benevolent and rescued ships from disaster. Others have been shocking but harmless. Some have been deadly. Whether they were actual visitors from the realm of the supernatural is not known, but evidence exists at least some of them are more than just superstition or the product of a vivid imagination.

In the case of the Constellation, this evidence includes more than just eyewitness testimony. The ghost was photographed.

According to an article in the December 31, 1955, issue of the Baltimore Sun, Lieutenant Commander Allen Ross Brougham—who captured the thing on film, explains:

"The first hint that something unusual might be going on was observed last September. Firemen said they heard strange noises and saw strange shapes aboard . . . the same phenomena were reported by the gangway watch of the nearby submarine Pike. . . .

"I regarded the whole affair with a certain amount of scepticism, but I told it to a friend who makes a hobby of psychic research. He did not seem surprised, but told me that the best time of the year to observe such apparitions is at midnight between Christmas and the new year. We selected Thursday night and mounted a camera in place overlooking the quarterdeck. It happened at midnight, almost to the second.

"An instant before its appearance, I believe I detected a faint whiff in the air, not unlike gunsmoke . . . there was a sort of muffled scurrying sound . . . I was aware that he was motivated by a great sense of urgency."

Then the phantom appeared, "a blueish-white radiancy, partly translucent, wearing a definitely dated uniform, gold-striped trousers, cocked hat, heavy gold epaulets, and a sword. It—or he—was—or seemed to be, a captain."

Donald Stewart, secretary of the Constellation Commission which is preserving the warship as a part of the nation's heritage, told the LOG that the vision was first seen shortly after February 7, 1799, when a cowardly crewman by the name of Neal Harvey was run through by an officer. Since then, he added, there

have been numerous sightings reported over the years.

Over 500 oldtimers who sailed aboard American and British ships claim to have seen another legendary ghost of the seas said to haunt the Pacific and appear only during severe storms. There is no mistaking him, they say. He stands in the midst of swirling waves where no living person could survive, has the repugnant odor of dead fish, a corpse-white face, and is minus his lower jaw.

This phantom, according to the tale, is the ghost of a sailor known as Ladylips, who died brutally in 1783. However, it was only as late as 1928 that the circumstances of his death came to light, helping to explain who—or what—this phantom was.

It was in that year that a crewmember from the tramp steamer Waulea discovered the musty logbook of the gunboat Ville de Paris on one of the Duke of Gloucester islands. The Ville de Paris, the book revealed, was defeated in a naval battle off the island of Dominica in 1728 and taken over by a British crew under the command of a sailor nicknamed "Ladylips." During an attempt to sail to England, a hurricane damaged the vessel and sent it drifting to the Straits of Magellan, where the crew, their supplies gone, boarded a longboat and rowed to shore, leaving the Ville de Paris to sink.

After several days rest, they resupplied the longboat, hoisted a makeshift sail, and set out northward along the Pacific coast of South America.

Again a storm lashed out and the crew found themselves stranded far at sea. Time passed, food ran out, and gradual starvation set in.

Desperate, they grabbed grappling hooks, "baited" them with pieces of flannel, and fished for anything that might come along.

Then Ladylips was forced to commit suicide. A large shark had suddenly yanked at one of the hooks, the handle slipped from a weakened crewman's hands, and slammed into Ladylips' chin tearing his jaw away. In agony, and knowing nothing could save him, Ladylips frantically slashed his wrists with his knife, and died.

Five men lived to reach the island in the Gloucester group. The last entry in the log says: "Sighting the island by the month of June, 1783, all the survivors of the longboat, excepting only the sailing master Ladylips who was eaten at sea, landed and hoisted the English colors."

So it seems that what is said to be the ghost of a man who died violently at sea has remained to keep the tale alive. Percy B. Prior, a U. S. Navy veteran who retired in 1931, collected much information about this spectre of the Pacific, whom he claimed to have seen personally from the deck of the destroyer U. S. S. Stoddart during a storm off Puget Sound in 1929. This is a long way from the South Pacific, but Prior stuck to his convictions and noted that Ladylips' appearances have been recorded in the logs of many other American and British warships.

In his book, *Mysteries and Adventures Along the Atlantic Coast*, Edward R. Snow chronicles another story of an alleged spirit—female, this time—who appeared only once but is claimed to have been responsible for saving a ship and its crew from disaster.

The year was 1863. The merchant ship Usk was nearing Cape Horn, on the way to Peru from Wales. The sea was calm and the weather was fair. One evening, as Captain Richard Brown stood on the quarterdeck, he was astonished to see a glowing intangible shape materialize from nowhere in the form of a beautiful woman in flowing white veils. As he stood transfixed, she walked to him, and firmly

warned him: "Go back to the port from which you came. If you continue, you will lose your life. It is so ordained." Then she faded away.

When the vessel later ran into fog, the puzzled captain decided that the fog was a warning, and he ordered the ship's course reversed. The first mate angrily protested. Brown had him locked in irons, and the ship headed for home. Amid rumors that a phantom had ordered the vessel back, the captain kept silent until six weeks later when the Usk pulled into her home port at Cardiff, Wales. Then Brown explained what had happened.

The angered ship owners brought suit, claiming that the captain was mad and had caused them great expense and time in running the ship to no avail—all because he thought he saw a ghost. The court agreed. Brown was declared unfit to command a ship and his papers were taken from him. Another captain was hired to command the Usk, but because the tale of the "White Lady" had spread, he had a hard time finding a crew. Finally, the Usk again pulled out of port and headed for Peru.

A few months later, the owners received a message from Coquimbo, Chile, that the Usk had been destroyed at sea by fire.

Whether this was mere coincidence or whether Captain Brown actually did save the vessel after seeing the ghostly woman will never be known for sure.

The amazed accounts of seamen aboard the gasoline tanker S. S. Watertown in the late 1920's however, were not hallucinations. Their tale of two huge ghostly faces, which followed their ship for three long voyages, is also backed up by a photograph.

During a trip from San Pedro, California, to the Panama Canal, gasoline fumes asphyxiated two crewmen—James T. "Sunny Jim" Courtney and Michael Meehan. They were buried at sea off the Mexican coast at sunset.

At sunset the following day, the first mate looked in the direction of the ships' spars where the bodies of the men had been slipped into the sea. There, among the waves, and much larger than in life, were the images of the faces of the two dead men, staring at him.

The apparitions were seen by every man aboard ship by the time the tanker reached the canal. There was no mistaking the faces, witnesses said. Their features were very distinct. The apparitions continued to be seen daily, usually towards evening. They consistently appeared together and remained ten feet apart and about forty feet from the ship. They would appear for periods up to ten seconds, fade away, and reappear. They always seemed to be floating on the crests of waves. Equally strange, if they were indeed images of Courtney and Meehan, was the fact that they had no bodies.

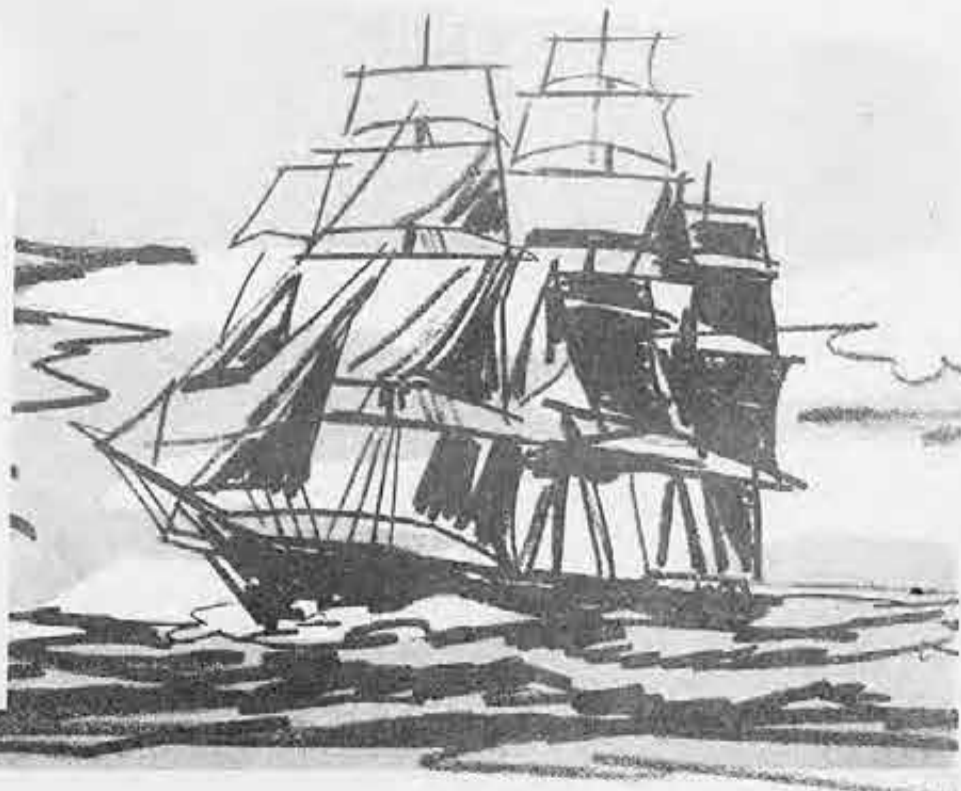
As soon as the tanker left the Pacific, the faces vanished. It was suggested that the vessel's commanding officer, Captain Tracy, take a camera aboard and try to photograph the things when the Watertown pulled back into the Pacific. The heads reappeared. Tracy took six shots, locked the film in his cabin safe for the rest of the voyage until he reached New Orleans, where the film was developed by a private commercial photographer and carefully examined for fraud by photographic experts of the Burns Detective Agency. The film, they declared, was authentic.

The first five shots showed only the sea. The sixth was a shocker. Two blurry but huge faces, side by side, were seen staring toward the ship.

On the third voyage, the faces were seen only infrequently and, after that trip, were never seen again.



Famed, 170-year-old U.S.S. Constellation now is only a shadow of her former self and witnesses swear a ghost walks her decks at midnight.



Growth in Community Services Seen By AFL-CIO Conference Delegates

WASHINGTON—Community service activities are an integral and growing force in all areas of AFL-CIO activities, an estimated 500 delegates to the 13th annual AFL-CIO National Conference on Community Services found. Participants included 175 full-time AFL-CIO community service staffers from 125 urban centers across the nation.

The audience was lauded for its past performance by local, state and national union leaders, who spurred them to do still more.

SIU President Paul Hall, who is also a vice president of the AFL-CIO, had high praise for the group's continuing efforts and called community service activities "the most active and effective in the federation."

During the conference, Hall also presided over a panel discussion on the public relations value of AFL-CIO Community Services Department. With him on the panel were Albert J. Zack, public-relations director of the AFL-CIO; Gordon Cole of the International Association of Machinists, and editor of The Machinist; and Rex Clifford, president of Retail Store Employees Local 400.

AFL-CIO Community Services Committee Chairman Joseph A. Beirne put strong emphasis on the need to act on—and to understand—the problems of those trapped in America's boiling ghettos.

"The plight and the agony of those in need are not being heard," Beirne said.

"People who are in need, people who are destitute—these people are expressing their dissatisfaction in the only way they know, the

only way they were taught," he asserted. "Now we find our cities in flames, our nation being torn up inside."

He challenged the delegates to "see to it your international presidents—including Joe Beirne—are gassed, are pushed, are reminded, are harrassed" into answering the cries from the slums.

Changes Needed

"The whole area of mass appeal is changing," said Beirne, who is president of the Communications Workers and an AFL-CIO vice president. "Today we have to say loud and clear where we stand. We have not been doing that effectively enough."

"Those who are trapped in the ghetto want to tell us what they need, but they aren't being heard," he added. "All they hear is others telling them 'this is good for you.'"

He called upon the delegates to go to the slums, to find the causes of disenchantment and to work toward a solution with those involved.

"Our unions of tomorrow are going to be strong or non-existent based upon what we do in our communities," he added.

AFL-CIO Community Services Director Leo Perlis told the audience that the "coalition between organized labor and organized so-

cial welfare, forged on the firing lines of human need, has made notable contributions to a humane American democratic society."

Among its accomplishments, he said, has been to free those with basic needs for employment, relief, food, shelter and medical care from the domination, as in the past, of "political warlords."

New Services

"Now," he said, "these and many more new services—such as consumer counselling, family counselling, strike relief, disaster services and even riot relief—are being made available as a matter of right to all in need by organized social welfare and organized labor through its community services activities."

He said trade unions are developing from purely economically-oriented organizations into broad community service organizations "based, of course, on their collective bargaining relationships, but concerned more and more with the health and welfare of members and their families as whole human beings and complete citizens beyond the plant gates."

He predicted that this development will accelerate over the next 20 years as a result of the shorter workweek; increased longevity,

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



We are supporting Representative James Clark for re-election to the Texas State Legislature and the West Gulf Ports Council of the AFL-CIO Maritime Trades Department recently sponsored a dinner-dance in Houston for Clark which drew a capacity turnout.

Among those attending were State Senator Chet Brooks, Congressman Bob Eckhardt, U. S. Representatives Curtis Graves, Tom Bass and Arthur Vance, Houston Councilman Frank Mancuso, Don Horn, vice-president of the West Gulf Ports Council, Roy Evans, secretary-treasurer of the Texas AFL-CIO and Houston Port Agent Paul Drozak.

Also present was Clyde Doyal, Mayor of Pasadena, who has our endorsement for Congress and Don Yarborough, gubernatorial candidate, who received a standing ovation.

New Orleans

L. S. "Johnny" Johnston was on the York as AB for about five



Ward



Lomax

months. The vessel took on a full crew after a spell in drydock here.

Walter Harris was chief cook on the City of Alma. After a long tour of duty on the Viet Nam run, Walter got off for a needed vacation. He's looking forward to more sailing on that run.

Trussell Beatrous was officer's BR on the Transglobe. He told us he thought that ship was very good, with a fine crew and Captain. The Transglobe also called on Vietnam and like Walter, Trussell is looking forward to returning.

At the last union meeting we saw quite a few pensioners taking part in the affairs of the Union. Among those attending were Anthony Conti, John Ward, Manual

Traba, Francisco Rodriguez, Harry Peeler, Anton Evensen, Amul Mitchke, Ernest Ohlsson and Phillip O'Connor. All pensioners are urged to take part in Union activities.

Houston

Shipping has remained good here in the Texas area and looks as if it will continue to remain good for awhile.

Junior Moncrief has registered and is waiting for the first Coast-wise AB job to hit the boards. Brother Moncrief has sailed with us for 18 years.

T. L. Sustaire is on the beach and registered in group two, deck department. Brother Sustaire has been a member for 24 years and is waiting for a Coast-wise ship to India.

W. L. Kilgore is at the top of the list for a steward's job. Brother Kilgore has been a good SIU man for 25 years.

Mobile

James Edmonds registered in group two, deck department. He was on a Coast-wise oil run aboard the York, sailing as AB. James lives in Mobile with his wife and has been in the SIU some 25 years.

John Lamb shipped as chief electrician on the West Coast and is back in the Gulf area.

William Tatum had a job in the engine department aboard the Alcoa Commander. Bill has shipped from the Gulf for 20 years.

J. P. Lomax was chief cook on the Fenn Victory. He intends to do some fresh water fishing before going out again.

Shipping is medium here, with no vessels laid-up.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

April 18 to May 1, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	2	2	0	0	17	9
New York	79	50	38	37	14	183	103
Philadelphia	5	16	5	0	1	12	10
Baltimore	31	19	18	9	6	84	44
Norfolk	22	20	5	6	5	42	48
Jacksonville	11	8	7	8	9	17	6
Tampa	5	4	4	1	0	11	10
Mobile	18	14	4	10	1	58	34
New Orleans	20	29	26	22	1	141	87
Houston	53	40	42	23	13	128	73
Wilmington	17	16	18	16	23	28	0
San Francisco	76	98	45	47	37	117	80
Seattle	22	11	17	12	20	38	5
Totals	364	327	231	191	130	876	509

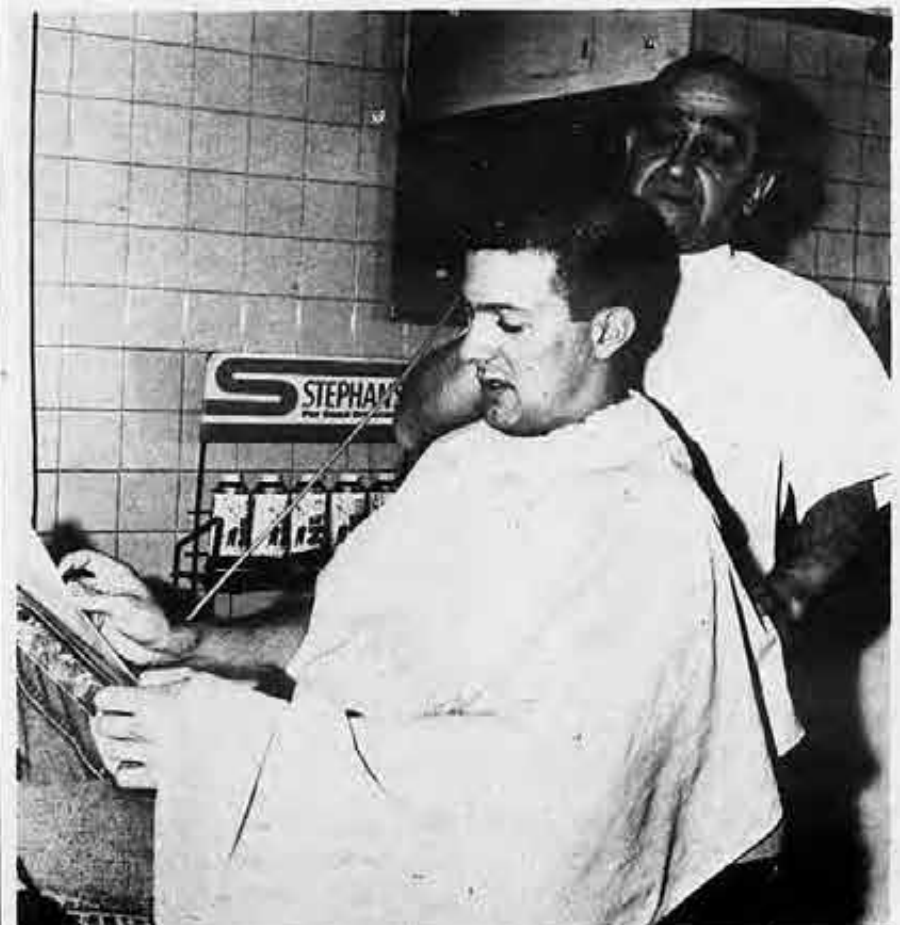
ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	1	1	1	1	7	1
New York	44	67	37	46	14	88	90
Philadelphia	15	10	0	13	10	12	14
Baltimore	20	22	15	14	2	56	50
Norfolk	12	13	3	6	10	22	14
Jacksonville	8	6	3	8	11	7	10
Tampa	6	4	4	6	0	6	10
Mobile	10	18	11	8	4	45	28
New Orleans	34	30	14	30	11	89	93
Houston	37	40	28	31	11	80	43
Wilmington	12	7	8	9	16	22	1
San Francisco	66	62	42	39	14	93	45
Seattle	10	9	9	9	11	23	6
Totals	277	289	175	220	115	550	405

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED on BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	3	0	1	0	6	2
New York	39	22	27	12	9	124	31
Philadelphia	7	10	1	7	20	9	8
Baltimore	25	11	9	9	2	65	32
Norfolk	12	15	4	4	10	10	17
Jacksonville	10	13	4	5	10	5	7
Tampa	3	2	1	2	0	8	4
Mobile	15	14	9	6	2	51	27
New Orleans	40	16	19	9	1	162	71
Houston	32	26	12	14	13	91	58
Wilmington	9	8	8	12	14	17	3
San Francisco	95	65	62	47	11	100	58
Seattle	10	12	7	18	8	29	10
Totals	301	217	163	146	100	677	328

Keeping in Trim



Seafarer Walter J. Spinelli of engine dept. relaxes with a magazine in the SIU barbershop in the Brooklyn hall, as barber James Gaetani takes special care and gives Spinelli a neat, clean trim.

The Pacific Coast

by Frank Drozak, West Coast Representative



A bi-partisan program aimed at revitalizing state efforts to find work for California's unemployed has been announced by Democratic and Republican lawmakers. The bill is co-authored by Assembly Speaker Jesse Unruh (D-Inglewood), Robert Monagan (R-Tracy), Leon D. Ralph (D-Los Angeles) and William Campbell (R-Los Angeles).

The measures, which will not require large appropriations of state money, include the creation of a State Department of Human Resources through which job and anti-poverty agencies would work to provide training and jobs, as well as "the entire range of needed services" to unemployed persons on an individual basis.

Also provided would be assistance loans from a non-profit corporation plus tax incentives to small businessmen in ghetto neighborhoods—and to those anywhere—who hire workers from the



Martineau Puckett

ranks of hard-core unemployed. In addition, the measure calls for tightening of state regulations against racial discrimination in employer-apprenticeship training programs.

Backers of the measure stated that "the bi-partisan nature of these bills indicates the seriousness with which we all view the

critical need for action in this field."

Seattle

Tom "Frenchy" Martineau has been bosun on the Steel Apprentice for seven months. Tom joined the SIU in 1944 in Baltimore.

Another veteran bosun is Jack Stough, back in town after a voyage to India on the Transoceans.

Amos Jaramilo has registered after putting in a year as a shore-side electrician for Sea-Land.

Shipping has been real good and all indications point to continued good shipping.

Wilmington

Jesse Puckett and Ira Wiloughby, came by the hall to visit old friends. The two Seafarers, now on pension, were recently in Seattle, on the East Coast and in Mexico. After seeing the world while at sea, they have decided to visit as much of the United States as they can.

We have paid-off the Cosmos Mariner and the Free America signed-on. There are six ships in transit. During the last period, 96 men shipped out. The outlook is good with two payoffs set. A rated man can get a job without any trouble here as we have several on the board.

High Federal Interest Rates Termed 'Dangerously Wrong'

WASHINGTON—The AFL-CIO's chief economist has termed the Federal Reserve Board's high-interest policy "dangerously wrong." It could plunge home-building and related industries into "a sharp recession," Research Director Nathaniel Goldfinger warned.

He urged that Congress act "without delay" to pass a "fair and equitable" temporary war-time tax increase.

This, Goldfinger said, would reduce the size of the federal government's deficit that has to be financed in the money markets and ease the pressure on interest rates.

Goldfinger was sharply critical of the Federal Reserve Board's third boost in its discount rate in five months. The discount rate is the interest the nation's central bank's charge to commercial banks. When it goes up, the interest banks charge to their private customers also rises.

Level Already Highest

Before the latest increase, Goldfinger noted, interest rates were already at close to the highest level reached in this century. The real rate for FHA home mortgages—taking into account "points" charged by lenders to evade FHA ceilings—was already close to seven percent, he said.

The federal reserve discount rate in the nation's biggest money market areas was raised from five to 5.5 percent, and the rate that banks charge their best, risk-free

borrowers is usually one percent above the discount rate. Most business borrowers pay higher rates—and individuals pay the highest rates of all.

"Tight money and record high interest rates" could have an immediate effect on home-building, "stalling the drive for more and better housing, and affecting such related industries as commercial construction, lumber and building materials," Goldfinger said.

He warned that "the American people, as a whole, will eventually pay the price. Since interest rates are part of the cost of everything, high and rising interest rates will mean price boosts to home-buyers, consumers, small business, farmers, state and local governments, and the federal government, itself."

Thus, he indicated, an action the reserve board claims is an "anti-inflation" measure would actually push prices up.

Goldfinger said the nation needs "with increasing urgency," not tighter money and the highest interest rates in this century, but "a fair and equitable tax increase."

"Congressional action is needed, without delay, to ease pressures in the money markets and to make it possible to reduce interest rates from their soaring highs," he declared.

Six More SIU Men Join the Ranks Of Seafarers on Union Pension

The names of six Seafarers have been added to the growing list of men collecting an SIU pension benefit. The new men are: Tommy Jenkins, Frank James, Roosevelt Waller, Edward Creelan, Leon Dugas, Louis Nelson.

Tommy Jenkins shipped in the steward department. A steward, he joined the SIU in 1939



Jenkins James

in the port of Mobile. Brother Jenkins was born in Alabama and lives in Mobile with his wife, Taletha. His last ship was the Wild Ranger.

Frank James sailed as AB and bosun. Born in Alabama, he lives in Mobile. Brother James joined the SIU in New York in 1948. His last ship was the Claiborne.

Edward Creelan sailed as AB. He joined the Union in 1944 in New York. Brother Creelan was born in New York and lives in

New Britain, Conn. He last sailed on the Coe Victory.

Leon Dugas was born in Louisiana and lives in Gretna, Louisiana. A member of the engine department, he joined the Union in New Orleans. From 1926 to 1929, he served in the Army. Brother Dugas was last employed by the Whiteman Towing Company.

Louis Nelson sailed as a cook and joined the Union in New



Waller Creelan



Dugas Nelson

York. He makes his home in Augusta, Ga., with his wife, Dorothy. A native of Virginia, Brother Nelson last sailed on the Mount Vernon Victory.

Roosevelt Waller joined the Union in Mobile and is a native of Spanish Honduras, Central America. He resides in Mobile with his wife, Lolavee. An AB and bosun, he was employed by the Mobile Towing Company.

Cuba Blacklist Adds 1, Drops 4

WASHINGTON—One additional ship—the Polish vessel Narwik—has been added to the list of vessels prohibited by the Maritime Administration from carrying U.S. Government-generated cargoes for having called at Cuba. The blacklist actually decreased through the elimination of four ships which were either sunk, broken up, or wrecked.

According to the latest MARAD report, including the period through April 16, this lowers the total number of banned vessels from 204 to 201 and reduces their combined gross tonnage from 1,482,302 to 1,460,399. Included in this figure is the 7,065-ton Narwik.

No Ships Reinstated

The vessels eliminated from the list were the British-flag Santa Granda, Cypriot Artemida, Lebanese Granikos, and Yugoslav Cetinje. No ships were reinstated.

Records are kept on foreign-flag ships of the free world and Poland. The only requirement for removal of a vessel from the blacklist is a promise by its owner that it will not call at Cuban ports.

Of the 201 vessels on the MARAD list, 53 ships—totaling 419,937 gross tons—fly the British flag; 33 (240,953 tons) are Cypriot; 22 (155,485 tons) are Lebanese; 21 (150,590 tons) are Polish; 13 (85,669 tons) are Greek; 12 (107,428 tons) are Italian; and nine vessels totalling 59,249 tons are Panamanian.

Also, there are eight Finnish ships (54,350 tons); seven French ships (33,975 tons); seven Yugoslav ships (50,843 tons); four Maltese vessels (27,097 tons); four Moroccan vessels (32,746 tons); two Dutch ships (1,615 tons); two from Pakistan (15,762 tons); two Somali ships (14,400 tons); and one 852-ton Guinean vessel from Guinea, and one Liberian ship of 9,268 tons.

Sharp Rise in Rail Accidents Spurs Call for Safety Laws

WASHINGTON—A letter from a government safety official to the Federal Railroad Administration citing the sharp rise in train accidents "proves anew the crying public need for a strong railroad safety law," a railroad labor spokesman declared recently.

The letter was written by Joseph J. O'Connell, Jr., chairman of the National Transportation Safety Board. The comment came from Executive Secretary Donald Beattie of the Railway Labor Executives' Association.

The Safety Board is charged with investigating accidents and making recommendations in all areas of transport safety, while FRA is responsible for railroad safety. Both units are under the Department of Transportation.

O'Connell cited statistics over a six-year period to show that "the railroad accident picture is extremely serious" and is certain to continue its deterioration unless FRA acts "to reverse the accident trend."

Up 63.7 Percent

Total train accidents, he noted, increased from 4,149 in 1961 to 6,793 in 1966, a rise of 63.7 percent. He cited preliminary reports showing a further increase to 7,089 in 1967, up 71 percent from 1961.

Deaths in train accidents went from 158 to 214 over the six-year period, up 35.4 percent. Track and equipment damage reported in train accidents rose from \$50.4 million to \$99 million, nearly 100 percent.

Derailments, the single most important cause of train accidents, increased from 2,671 in 1961 to 4,447 in 1966, up 66.5 percent.

Derailments attributed to employee negligence as a percent of total derailments remained stable from 1961 through 1966, O'Connell said, while the proportion of derailments caused by neglected or improper maintenance went up 44 percent.

The letter warned that "progressively deteriorating" track

conditions, higher train speeds, longer trains and the growing carriage of hazardous materials is likely to increase accidents and their consequences.

"O'Connell's letter proves anew the crying public need for a strong railroad safety law," Beattie said. "At present there is no federal authority at all over the chief causes of train accidents."

He observed that safety saves both lives and money, but added, "experience shows that many railroad managements won't act on this truth unless the government forces them to."

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Guitar Lessons and Music Sessions Tuneful Pastime on Cuba Victory

Young Seafarer Ken Kuhn, while pursuing his vocation during a recent voyage of the Cuba Victory (Alcoa), also managed to start learning an avocation while aboard. Brother Kuhn took guitar lessons from veteran steward Dalton Barnes and, along with several other crewmen, helped entertain fellow crew members with some shipboard musical sessions.

"I originally learned how to play from my sister Penny," Kuhn, who lives in Vermont when ashore, said recently in the New York hall. He was practicing his guitar while scanning the shipping boards. Although he has sailed as steward utility, he would like to switch to the engine department and was waiting for a wiper's job when spotted by the LOG reporter and photographer.

"I don't play too well right now," he said. "Mr. Barnes, the steward, can really play the guitar. He used to play with Hank Williams and he plays about five instruments. Right now, I still have to pick carefully at the guitar." Brother Kuhn played in his spare time on the Cuba Victory's trip to Vietnam. "I played mostly in the evening and I drove some of my shipmates almost nuts," he smiled.

Prefers Country Music

Very much in the early stages of his new pursuit, he stated that "right now, I only really know four songs." Those would be "Ghost Riders In The Sky," the old Vaughn Monroe hit, and "Tom Dooley." Probably influenced by Brother Barnes, he likes the cowboy and country-style music best.



Seafarer Ken Kuhn practices his guitar in the New York hall while waiting for a job to hit the board. Young Kuhn learned how to play from his sister and fellow Seafarer on the Cuba Victory.

"The Cuba Victory was kind of a musical ship. We'd have little shipboard parties and some of the guys would play. I've noticed there are a number of guys who can play instruments," he said. Brother Kuhn said that the men would play a lot of the songs Hank Williams used to sing. "Mr. Barnes sang some of his own songs also," he recalled. Brother Barnes' son, John, was also in on the group, as was Bill Wilson, who'd play the harmonica. "He

could really play that harmonica," Kuhn said.

The guitar he was strumming in the New York hall was given to him by his father. "I had bought one, but it was stolen in the New York Port Authority Bus Terminal, so my father gave me his. I find the guitar kind of hard—you really have to stick with it—and I have spent hours trying to learn how to play," he said. "Mr. Barnes can tune it perfectly, but right now, I don't tune it too well," he explained.

Brother Kuhn comes from a musically inclined family. In addition to his sister and father's talent with the guitar, two of his sisters play the piano.

Music isn't the only interest Ken has acquired from his family. "My mother paints and does illustrations for children's publications," he said. Through her, he has acquired an interest in painting.

Likes Art Too

"I've done some painting with charcoal and pencil and colored chalk—mostly farm scenes, flowers and fruit. My mother also draws and does sketches with paint and charcoal. She's got every kind of paint you can think of," he said. He has also done some work with clay and pottery.

Brother Kuhn became interested in a sailing career through his uncle, Alfred Osias, who is "14 days older than I am." He explained that Brother Osias and a friend, both of whom sail in the SIU, sold him on the virtues of a sailing career. In addition, he has a grandfather who sails as a chief engineer.

Having made up his mind to go to sea, he enrolled in the SIU's Harry Lundeberg School of Seamanship. After graduating, he caught the Cuba Victory.

"We sailed on December 20 and came back to the States March 26," he said. Although we encountered "a lot of rough weather, I really loved the trip," he said. "We went to the Philippines and Danang, Vietnam. It's funny, we thought at first that we were going to Japan and I had written about 20 letters to my family and friends, telling them that was where I was going," he said.

FINAL DEPARTURES

Robert Prideaux, 50: Brother Prideaux died on December 31 at the USPHS Hospital, Staten Island. He sailed in the deck department and was qualified to sail as bosun. Brother Prideaux joined the Union in New York. A native of that city, he made his home in Brooklyn. His last ship was the Steel Surveyor. Surviving is a daughter, Mrs. Patricia Murray, of Brooklyn. The burial was held in the Evergreen Cemetery, Brooklyn.



George Lawson, 64: Brother Lawson died on March 11 at his home in New Orleans. Death was due to heart disease. He was a member of the deck department and joined the Union in New Orleans. Brother Lawson was born in Illinois. His last vessel was the Cornell Victory. Surviving is his wife, Catherine. The burial was held in the Metairie Cemetery, New Orleans.



Donald Willis, 42: A heart ailment claimed the life of Brother Willis in San Francisco, March 2. He was a native of California and made his home in San Francisco. Brother Willis sailed as FWT. He joined the Union in the port of Wilmington in 1961. His last vessel was the Los Angeles. Surviving is his wife, Mrs. Chong Ja Willis, of San Francisco. Burial was in Olivet Cemetery, Colma, California.



Floyd Nolan, 45: Brother Nolan was accidentally drowned in the ship channel at Highway 134, near Houston, March 2. He was born in Indianapolis, Indiana and resided in Houston. A steward, he previously shipped as night cook and baker. Brother Nolan joined the union in Baltimore in 1943. His last ship was The Cabins. He is survived by his mother, Mrs. Valeria Nolan Heck, of Kerrville, Texas. Burial was in Glen Rest Cemetery, Kerrville.



John Tillman, 30: Brother Tillman died on March 20 in Beaumont, Texas. He lived in Pasadena, Texas, and joined the SIU in the port of Houston. Brother Tillman sailed in the steward department. A native of Mobile, he last sailed on the Halcyon Panther. He is survived by his mother, Mrs. Frances Tillman, of Sea Brook,



Texas. He was buried in San Jacinto Memorial Cemetery, Houston.

Elroy Roddy, 40: A heart attack claimed the life of Seafarer Roddy while he was sailing on the Steel Surveyor. The vessel was at anchor in Madras Harbor, India, at the time of death. A member of the deck department, he joined the Union in New Orleans. Brother Roddy lived in that city and was a native of South Carolina. He was a member of the Navy from 1944 to 1950. Surviving is his wife, Betty Ann. The body was buried at sea.



Charles Volk, 41: Brother Volk died in the West Seattle Hospital, Seattle, Washington, March 26. He was a resident of that city and a native of Delaware. Brother Volk sailed in the deck department and was qualified to ship as bosun. He joined the SIU in Houston. His last ship was the Hastings. During World War II, he served in the Navy. He is survived by his wife, Patricia. The burial was held in Seattle.



Richard Kinney, 34: An automobile accident claimed the life of Brother Kinney, March 16, in Independence, La. A resident of that town, he was born in Whiteville, Tenn. He was a member of the IBU, joining the Union in New Orleans. He sailed as deck hand and was last employed by Gulf Canal Lines. Brother Kinney served in the Navy from 1952 to 1954. Surviving is his wife, Betty. The burial was held in Little River Cemetery, Independence.



Money Due

Texas City Refining Inc., has advised headquarters that they are holding unclaimed wages for the following Seafarers:

Money Due

Darrell W. Barnett, William R. Corry, Edward G. Gorman, Marchel V. Howton, Anthony T. Prescott, H. W. Kennedy, Donald E. Mackey, James W. McFarlin, Robert R. Miley, Phillip .. Serpas.

Seafarers listed above are urged to forward to the company a written request, giving social security number, Z number, and instructions regarding payment to: Mr. H. R. Dowdy, Marine Accounting Supervisor, Texas City Refining Inc.—Marine Division, P. O. Box 1271, Texas City, Texas 77591. This should be done as soon as possible.

SIU ARRIVALS

Marsha Long, born December 31, 1967, to Seafarer and Mrs. Edgar Long, Jr., Newport News, Va.

Stacy Lyn Lehay, born February 10, 1968, to Seafarer and Mrs. Lew N. Lehay, Nederland, Texas.

Charles Devlin, born January 21, 1968, to Seafarer and Mrs. Charles Devlin, Philadelphia, Pa.

John Tel Punio, born June 1, 1967, to Seafarer and Mrs. Telesforo Punio, Seattle, Washington.

Margaret Morgan, born October 26, 1967, to Seafarer and Mrs. Melvin E. Morgan, Jacksonville, Fla.

John Shaw, born March 10, 1968, to Seafarer and Mrs. John R. Shaw, Jr., Philadelphia, Pa.

Donald George Epp, born March 23, 1968, to Seafarer and Mrs. Donald G. Epp, Bellmour, N. J.

Susan Lynette Henley, born March 14, 1968, to Seafarer and Mrs. Robert C. Henley, Stockton, Calif.

Kenneth Lee Higgs, born December 19, 1967, to Seafarer and Mrs. Carroll L. Higgs, Compton, Md.

Jay Alan Hamaty, born January 16, 1968, to Seafarer and Mrs. Elton J. Hamaty, No. Quincy, Mass.

Marquis Schultz, born November 21, 1967, to Seafarer and Mrs. Donald J. Schultz, Sturgeon Bay, Wisc.

Linda Sue Babcock, born November 28, 1967, to Seafarer and Mrs. Richard Babcock, Northport, Mich.

Stephanie Jean Benedict, born February 24, 1968, to Seafarer and Mrs. Francis Benedict, Long Beach, Miss.

Tracy Bianca Oliver, born December 25, 1967, to Seafarer and Mrs. William E. Oliver, Mobile, Ala.

Ernest Foster, born September 14, 1967, to Seafarer and Mrs. Ernest F. Foster, Belhaven, N. C.

Gerald Patrick Weinert, born December 12, 1967, to Seafarer and Mrs. Thomas L. Weinert, Benicia, Calif.

Cristy Bowman, born March 2, 1968, to Seafarer and Mrs. Robert E. Bowman, Orange, Texas.

Judith Rice, born March 27, 1968, to Seafarer and Mrs. Elmer B. Rice, Mobile, Alabama.

Thanks Union For Scholarship Plan

To The Editor:

You might be interested to learn that I have been accepted as a graduate student in mathematics at Michigan State University and I'm to start classes this summer, immediately after receiving my B.S. degree in the same subject.

This scholarship has made possible the scholastic record I've put together. If I'd had to work for the necessary income, my grades would have been lower, and I might not have made it at all. I certainly wouldn't have gotten into grad school. Thank you then, to the Seafarers International Union, for supporting this scholarship plan.

Sincerely,
Larry R. Carleton



Engineer Praises Upgrading School

To The Editor:

I would like to express my gratitude to the SIU and District 2, MEBA for their excellent engineer's school, which enabled me to receive a third assistant's license.

Without this school I am sure I, and many others, would not have had this opportunity. I am grateful to the fine instructors who helped prepare me for my Coast Guard examination. I would also like to thank the office personnel for their help.

I intend to keep up my SIU book. Thank you again.

Sincerely,
George Kosch K-253
Flushing, N.Y.

LETTERS To The Editor

Thanks Shipmates For Life-Saving Efforts

To The Editor:

Kindly accept our sincere gratitude for life-saving efforts by his shipmates in behalf of our son Larry, who died suddenly while serving on the Transoneida, and for the consideration shown by the SIU.

God bless you all.

Mr. and Mrs. Charles
LaPorte, Toledo, Ohio



Sees Unions Vital In All Industries

To the Editor:

The experience of workers at Puerto Rico's Crambar Industries recently reemphasizes once again the need for unionization in all industry to guard individual workers from harassment and high-handed tactics by management.

When Crambar laid off 150 workers two weeks before representation elections, and when it then challenged 48 votes cast in favor of the SIU of Puerto Rico, Crambar made use of the typical anti-labor tactics that have become part of the overall strategies of keeping the workers down.

Such dirty dealings only point up the vital importance of unions, because without them, management can, and does,

consistently exploit workers without meaningful opposition.

The results of the "right-to-work" laws in the United States demonstrate this fact amply: In all but one RTW state in the U.S., per capita income has either remained lower than in non-RTW states, or has actually shrunk since RTW laws went into effect. And why? Because the workers are prevented from organizing and effectively fighting for their rights. In these RTW states, management has virtually free rein because the state legislatures involved have condoned anti-union activity by law.

There are many of us who now have pretty good jobs, fair wages and decent benefits, and so we tend to relax and consider the battle won. This couldn't be further from the truth. The fight still is going on. As the Crambar incident illustrates, management everywhere is still as interested in exploiting workers to whatever extent they can get away with. If we relax now and allow our unions to be weakened to any degree whatever, we are only inviting hard drives by business to pull us back to restrictive, low-standard working conditions. Management never gives up and we must never lose sight of that fact.

Sincerely,
Ned Marks



One Man, One Vote Seen as Good Rule

To the Editor:

There has been, and still is, much opposition to the Supreme Court's decisions on "one man, one vote." The Court is sure to come under attack even more now that it has extended that ruling to the make-up of city councils and county governments.

There are still those who insist that a government official, elected by the citizens of his constituency, should then represent "the land" or the "interests" established in his district, and that he therefore should not be restricted to representing the same number of people as his fellow legislator whose district has an entirely different physical or geographical make-up. These people argue that legislators must, of necessity have different size constituencies but should carry equal voting power in their respective legislatures.

What the high Court has done, and its action is to be applauded is to establish that an "interest" cannot exist without a person or persons behind it. An "interest," having been created by a person or group, is nothing but an extension of that person or group, no more and no less. For example, to say that a legislator can represent an "interest" which is a million-dollar corporation, and carry more voting weight than another legislator whose "interest" is a crowded slum distorts the foundation behind equal representation and equal protection of the laws.

If an elected representative is to fulfill those provisions of the U.S. Constitution calling for such equality, I don't believe he can do so on the theory that one person's vote should carry more weight than another's.

Sincerely,
James Wister

Seafarers Aboard New Yorker Have Elephants As Passengers

A Seafarer on the New Yorker (Sea-Land) taking a peek last month into one of the cargo containers, might well have been surprised at what he saw. The vessel was carrying four elephants to San Juan, Puerto Rico to appear in the Pan American Circus. The New Yorker, which shuttles between New Orleans and San Juan, later took the elephants on back to New Orleans, arriving there April 18.

The elephants are 25, 24, 23 and 13 years old, Mrs. Oscar Cristiani, wife of their owner explained. They have been used in movies, TV, circus and promotional deals. In fact, the largest of the four was a co-star in the Jimmy Durante-Doris Day film, "Jumbo". Top Republican office-seekers have also employed them for campaign stunts.

Mrs. Cristiani said that, prior to shipping the elephants, "we had to find an area where we could temporarily chain and stake out the animals. We finally found a spot not too far from our truck and the Sea-Land company sent a van to transport them to the ship when it was ready to sail.

One female elephant, Carrie, is the leader of the group. Although the Cristianis believed she would be first in line, "she just would not set foot into that van," Mrs. Cristiani said. Carrie came down on her front knees and pulled back her weight, swaying her huge head from side to side and looked ready to push anyone who got in her way.

Persuasion Useless

"Oscar was right there beside her, talking to her, but it was to no avail," Mrs. Cristiani continued. "They tried closing the side doors, thinking this would help, but it didn't. In fact, she wanted to push it open again as we closed it. We believed she smelled water beneath her and connected this with some past association—perhaps fear. It is true elephants have a vivid memory."

Having failed to load Carrie, the Cristianis turned their attention to the others, who were no trouble at all. The three were brought close to Carrie, in an effort to entice her, but she still would not budge. In fact, the elephant started to run into the dock building "and we didn't know what would happen."

"Needless to say," Mrs. Cristiani said, "it caused quite a commotion. If the elephant had rampaged, she would have knock down anything that got in her way. And I mean anything," she emphasized. "Mr. Cristiani went in after her and thank goodness, she paid heed." Carrie was brought back, but the effort to load her into the van was finished for the day. In fact, the Cristianis "worried if it could be done."

The next day, Carrie had to be loaded one way or another. Again, she rampaged and Cristiani had to get directly in front of her to try and stop her. A number of boxes had already been felled by the huge animal. For awhile, it looked like Carrie would bowl her trainer over, but he pleaded with her to behave. Carrie "listened and backed away," Mrs. Cristiani said. Elephants are generally well behaved and dutiful, "until something really bugs them."

Finally, after much effort, Carrie was finally coaxed onto the van. With Oscar and a groom in



W. G. Hamilton, cook on the New Yorker, uses step ladder to feed elephants. The elephants were taken to San Juan, where they appeared in the Pan American Circus. They have also been used by notable Republicans as mascots and appeared in movies. From the looks of things, Brother Hamilton has made some new friends.

the van with Carrie, they were lowered onto a barge and then hoisted up onto the New Yorker. The trip to San Juan would last four days and a good deal of hay and grain was ordered.

"Elephants eat all the time, so you can imagine the number of bales we needed," she said. Their water was supplied by putting a hose into a tub in the van. They got all the air they needed since there was no top on the van, but moving space was at a minimum. There was a trap door at one end to provide for waste disposal.

The Cristianis flew to Puerto Rico from New Orleans and met the van at the dock. After being lowered over the vessel's side and onto a truck cab, it was off to Hiram Bishorn Stadium in San Juan. Knowing they would have to go through the same routine again for the return trip, Oscar decided to rehearse the elephants. After San Juan, they played Ponce and Mayaguez, then drove to San Juan for the return voyage to New Orleans.

This time, there was no trouble loading them, but other problems came up. Instead of a four-day trip it took seven days to reach

port. They had had no time to order additional hay. This was finally accomplished in Houston, where they stopped prior to reaching New Orleans. Oscar was worried about the time they spent in the van, Mrs. Cristiani said, but "they managed to move enough for some exercise so when Oscar came to load them on our truck, all was well."

The Cristianis transported elephants by ship once before. On that occasion, it was done by a strap fastened around their bellies. Then they were hoisted into the air and lowered into specially-constructed wooden crates—two to a crate. This procedure was "definitely not liked by the elephants and they put up a terrible fuss." An elephant named Babe was the most trouble as she tugged and shied away from the apparatus before it was secured around her. On this trip, Carrie was very cooperative.

On the return trip, the elephants were "able to walk right into the hull of the ship, no reluctance at all." While out at sea, a huge plastic covering was used to keep the harsh cold out of the crates.

Pay-off on the Fred Morris



Patrolman Pat Marinelli (right) explains a point in the SIU contract to oiler Joe Flynn aboard the Fred Morris while that ship paid-off in Todd Shipyard, Alameda, Calif. The vessel completed a year-long trip, shuttling between Far East ports and Vietnam.

From the Ships at Sea

Bill Kaiser, treasurer on the **Del Norte** (Delta), reports that the steward department has voted to keep \$101 as a separate fund for their department. Brother Kaiser spent \$120 for six movies, shown during this voyage. **John Ward** asked if the swimming pool "will be filled for the crew as it used to be?" Newly-elected ship's delegate **William Ekins** will inquire. Meeting Chairman **Justin Wolff** writes that the crew was reminded by **Nicholas Pizzuto** to keep their rooms clean and make their bunks daily. The men have private rooms "and would like it to stay this way." Each department will elect a safety director. **Leroy Rinker** has been elected new movie director. **John Barnett** reports the engine department will turn over \$100 from its fund to the movie fund. **Stanley Wright** said a vote of thanks should be given to Brother Kaiser "for getting us the movies and keeping the money intact. If we have a few arrival pools and everyone gives to the movie fund, we should be able to have a nice number of movies for the next trip," he said. The ship's officers put up their fair share to the fund, too. Purser **Bill Sistrunk** gave Kaiser \$55, collected from the officers so that they may view the movies also.



Wolff

"After serving with skill and unselfishness, Brother **Al Allian** resigned as ship's delegate," reports Meeting Secretary **Ken Hayes** from the **Lucile Bloomfield** (Bloomfield). He was replaced by **Richard Hunt**. According to Meeting Chairman **Edward Palley**, movies will be shown every second night. So everyone can get a seat, there will be two showings—one at 6 and another at 8 p.m. The film library includes 24 cartoons and 15 full-length features. The vessel's last port is Bremerhaven, prior to pay-off on the East Coast. Brother **Palley** writes that the heating system broke down for eight days and



Hunt

Meeting Chairman **Burton Parker** on the **Cortez** (Cortez), suggested that LOGS should be made available to the Seamen's Club in Manila. The patrolmen on the West Coast have been "doing an excellent job settling beefs during the payoffs," Parker wrote. Meeting Secretary **Lee Everett** reports that there are no beefs or disputed overtime reported by department delegates. Ship's delegate **B. Dawson** of the steward department, reports that a motion was made by **H. Rosengrans**, that the city sanitation department in each port should remove garbage from the vessel at least once each day.

"There is no fun when someone keeps turning off the heat. For eight days, this ship was known as 'frozen Lucy Bloomers,' but all is well now."



Everett

"This ship has been on a four-month voyage to India, Pakistan and Ceylon," writes **W. Burkeen**, meeting chairman on the **Steel Fabricator** (Isthmian). "We had a good crew and a smooth trip. A vote of thanks to the steward department for the good menus and good cooking and serving." The steward and chief cook were both hospitalized during the voyage, but their replacements and the rest of the department turned in excellent work. **J. Morrison**, meeting secretary, reports that crewmen would like "draws put out in American dollars instead of travellers checks." It was suggested that "oil drums aft of the wheelhouse be removed, so that the crew can have more room to move about when the ship is carrying deck cargo," Brother



Morrison

Meeting Chairman **Karl Hellman** reports from the **Manhattan** (Hudson Waterways) that **Jim Colson** has been elected ship's treasurer. Brother **Colson** said that a collection will be taken in Singapore for the ship's fund. **Tom Bolton**, meeting secretary, reports that a motion was made by Brother **Hellman** to establish standard money draws in foreign ports. Right now, **Hellman** pointed out, you can draw on weekend overtime on one ship and on another, you can't. All hands are in favor of getting draws on weekend and holiday overtime. Ship's delegate **Hans Berg** reports that there is no disputed overtime and LOGS and mail are coming in regularly. The steward department has done a fine job keeping the Seafarers well-fed on their run to Singapore and Pakistan.

Morrison reports. Some disputed overtime in the engine department will be taken up with the patrolman in New Orleans when the ship pays-off.



Hellman

Meeting Chairman **A. L. Dawson** reports that Seafarers on the **Seatrain Texas** (Seatrain) are planning on locking up their valuables in the ship's safe while the ship is in Vietnam. **George Quinones** was elected ship's delegate. His first act was discussing the use of American money for draws in Danang. **R. O. Masters**, meeting secretary, reports that the treasury contains \$5.52. Brother **Masters** writes that the Seafarers were told that "anyone missing his watch will be logged." Most of the repair list has been taken care of, he writes.



Dawson

Meeting Chairman **Edward Palley** reports that the ship's officers put up their fair share to the fund, too. Purser **Bill Sistrunk** gave Kaiser \$55, collected from the officers so that they may view the movies also.



Pay-off in Brooklyn

The **Oberlin Victory** recently arrived in Brooklyn for payoff after a trip to Vietnam. On hand to greet the returning Seafarers was a LOG the voyage was a smooth one. While the Seafarers were getting paid, the vessel was already in drydock in preparation for the next voyage.



Isidro Galeas sailed as messman on the **Oberlin Victory**. Patrolman **Mike Sacco** checks his papers in messroom while waiting for payoff.



V. M. Thomas sailed as fireman. Brother **Thomas** is catching up on the latest shipping news in the LOG.

Things were pretty busy for patrolman **Mike Sacco** (right). Here, he is discussing the trip with **G. W. Owen**, deck maintenance. Seafarers looking on are: **Walter Pulliam**, wiper; **W. Welting**, cook; **Berry Voight**, pantryman; and the third cook, **Ali Nagi Esa**.



Barry Voight watches attentively as Patrolman **Jack Caffey** takes care of the paperwork. On Brother **Voight's** left, **Walter Pulliam** of engine department completes pay-off.

On Vietnam Run



Elmer Clark, Jr., of deck department, dons helmet and flak jacket, prior to tending the anchor on the **Fairport**. Ship is heading up the **Saigon River** in Vietnam.

PERSONALS

Chester L. Anderson

The secretary-treasurer's office at SIU Headquarters in New York is holding checks for you from the Eldorado.

Adolph DeMarco

Your brother **Pasquale**, is anxious to get in touch with you. Please contact him at Station H, Central Islip, New York 11722.

Clem Starck and Joe Anthony

Please get in touch with **Bob Ingram** at the following address: C/O Harbor Light Center, 809 E. 5th St., Los Angeles, Calif.

Randy Lynn Mosley

Please contact Mrs. **Bessie Fletcher** at 14 Linwood St., Houston, Texas 77011, as soon as possible, in regard to a very important matter.

George Owen, Jr.

Certain personal papers are being held for you in Headquarters.

Thomas King

Your aunt, Mrs. **Edith S. Marks**, would like to hear from you at your earliest opportunity. Her address is 921 8th St., Huntington, W.Va. 25701.

Schedule of Membership Meetings

SIU-AGLIWD Meetings	
New Orleans	
June 11—2:30 p.m.	Mobile
June 12—2:30 p.m.	Wilmington
June 17—2:00 p.m.	San Francisco
June 19—2:00 p.m.	Seattle
June 21—2:00 p.m.	New York
June 3—2:30 p.m.	Philadelphia
June 4—2:30 p.m.	Baltimore
June 5—2:30 p.m.	Detroit
June 14—2:30 p.m.	Houston
June 10—2:30 p.m.	
United Industrial Workers	
New Orleans	
June 11—7:00 p.m.	Mobile
June 12—7:00 p.m.	New York
June 3—7:00 p.m.	Philadelphia
June 4—7:00 p.m.	Baltimore
June 5—7:00 p.m.	Houston
June 10—7:00 p.m.	
Great Lakes SIU Meetings	
June 3—2:00 p.m.	Alpena
June 3—7:00 p.m.	Buffalo
June 3—7:00 p.m.	Chicago
June 3—7:00 p.m.	Cleveland
June 3—7:00 p.m.	Duluth
June 3—7:00 p.m.	Frankfort
Great Lakes Tug and Dredge Region	
June 11—7:30 p.m.	Chicago
June 13—7:30 p.m.	Buffalo
June 12—7:30 p.m.	Duluth
June 14—7:30 p.m.	Cleveland
June 14—7:30 p.m.	Toledo
June 10—7:30 p.m.	Detroit
June 10—7:30 p.m.	Milwaukee
SIU Inland Boatmen's Union	
New Orleans	
June 11—5:00 p.m.	Mobile
June 12—5:00 p.m.	Philadelphia
June 4—5:00 p.m.	Baltimore (licensed and unlicensed)
June 5—5:00 p.m.	Norfolk
June 6—5:00 p.m.	Houston
June 10—5:00 p.m.	
Railway Marine Region	
Philadelphia	
June 11—10 a.m. & 8 p.m.	Baltimore
June 12—10 a.m. & 8 p.m.	Norfolk
June 13—10 a.m. & 8 p.m.	Jersey City
June 10—10 a.m. & 8 p.m.	

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

DIRECTORY of UNION HALLS

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

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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.)

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

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

Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Staller
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)

Boren Clay Products Co.
(United Brick and Clay Workers)
"HIS" brand men's clothes
Kaynee Boywear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman

Jamestown Sterling Corp.
(United Furniture Workers)

Baltimore Luggage Co.
Lady Baltimore, Amelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)

Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers
of America)

White Furniture Co.
(United Furniture Workers of
America)

Gypsum Wallboard,
American Gypsum Co.
(United Cement Lime and
Gypsum Workers International)

R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)

Comet Rice Mills Co. products
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)

Pioneer Flour Mill
(United Brewery, Flour, Cereal,
Soft Drink and Distillery Workers
Local 110, San Antonio, Texas)

Giumarra Grapes
(United Farm Workers)

Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)

Magic Chef Pan Pacific Division
(Stove, Furnace and Allied
Appliance Workers
International Union)

ALBANY (River Transport), April 21
Chairman, James Coscarelli; Secretary,
Joseph R. Delle. Some disputed OT in
engine and steward department. Motion
was made that an additional man be
added to the deck and steward depart-
ments.

STEEL FABRICATOR (Isthmian),
April 19—Chairman, W. Burkeen; Sec-
retary, J. Morrison. Some disputed OT
in engine department to be taken up
with patrolman at payoff. Motion was
made that a TV set be placed on all
SIU-contracted ships whether running
coastwise or foreign. It was suggested
that the Union contact the Company and
request that draws be put out in Ameri-
can money instead of travellers checks.
Ship's delegate to see the patrolman
about having the ship fumigated. Good
crew on board. Vote of thanks to the
steward department for a job well done.

STEEL APPRENTICE (Isthmian),
April 14—Chairman, Ralph W. Duffell;
Secretary, Paul P. Lopez. \$90.00 in ship's
fund. Some disputed OT in deck and
engine departments.

PEARY (Marine Traders), April 7—
Chairman, E. LaSoya; Secretary, T. M.
Denham. Some disputed OT in each de-
partment.

FAIRPORT (Waterman), April 7—
Chairman, Elmer Clark, Jr.; Secretary,
Herbert L. Skyles. Some disputed OT in
the steward department. Vote of thanks
was extended to the entire steward de-
partment for the good feeding and serv-
ice.

MARYMAR (Calmar), April 16—
Chairman, J. Long; Secretary, N. Koudy-
las. Brother E. W. "Bouncy" Carter was
elected to serve as ship's delegate. No
beefs were reported by department dele-
gates.

ANTINOUS (Waterman), February 25
—Chairman, Ed Morris, Jr.; Secretary,
Richard D. Runkle. Brother George
Triplet was elected to serve as ship's
delegate. \$12.00 in ship's fund. Some
disputed OT in deck department.

DIGEST of SIU SHIP MEETINGS

ROBIN SHERWOOD (Robin), April
15—Chairman, C. Myrick; Secretary, M.
Northrop. Some disputed OT in engine
and steward department. Motion was
made that the company be contacted by
headquarters to see about putting one
watch to a foc'sle instead of three engine
room watches in one foc'sle.

SS JAMES (Oriental Exporters), April
6—Chairman, C. L. White; Secretary,
F. A. Stephen. Brother Bill Koflowitch
was elected to serve as ship's delegate.
The chief steward extended a vote of
thanks to the entire crew for their co-
operation. No beefs were reported by de-
partment delegates.

LONGVIEW VICTORY (Victory Car-
riers), March 31—Chairman, F. Maclo-
lak; Secretary, G. Erlinger. Ship's de-
legate reported that there were no beefs
and everything is running smoothly.

COSMOS TRADER (Admanthos),
March 17—Chairman, W. R. Jones; Sec-
retary, James P. Killeen. Brother Ralph
Fitzpatrick was elected to serve as ship's
delegate. No beefs were reported by de-
partment delegates.

BELOIT VICTORY (Admanthos),
April 7—Chairman, Pete Christopher;
Secretary, Robert D'Ferrafet. Disputed
OT in deck and steward department.
Patrolman will be contacted regarding
restriction to the ship in Vaug Tau, Viet-
nam. Discussion regarding the shortage
of stores. It was suggested that an ade-
quate slop chest be put aboard before next
trip.

CORTEZ (Cortez), April 14—Chair-
man, Burton Parker; Secretary, Lee
Everett. No beefs and no disputed OT.
Motion was made to have city sanitation
in all ports remove garbage from ships
at least once a day. Motion was made
to install canvas hoppers near mid-ship
house so that while loading cargo, men
will not risk injury in disposing of
garbage.

LUCILE BLOOMFIELD (Bloomfield),
March 17—Chairman, Edward Falley;
Secretary, Ken Hayes. Brother Al Allan
resigned as ship's delegate after serving
with skill and unselfishness. Brother Rich-
ard Hunt was elected to serve as new
ship's delegate. No beefs were reported
by department delegates.

BURBANK VICTORY (A. L. Bur-
bank), March 24—Chairman, Eugene A.
Stanton; Secretary, Herbert E. Atkinson.
Some disputed OT in deck and engine
departments to be taken up with patrol-
man. Crew would like to have the patrol-
man check the slop chest and the hospi-
tal for supplies. Vote of thanks was
extended to Brother Edward M. Ellis,
ship's delegate, and to the steward de-
partment, for a job well done.

ENID VICTORY (Columbia) March 2—
Chairman, Anthony Durino; Secretary,
John C. Babb. Brother Salazar was
elected to serve as ship's delegate. No
beefs were reported by department dele-
gates.

MONTICELLO VICTORY (Victory
Carriers), March 30—Chairman Albert
J. Van Dyke; Secretary, George A.
O'Berry. Brother Herman Fruege was
elected to serve as ship's delegate. Some
disputed OT in deck department.

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 1980, New York 4, N. Y.

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

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitu-
tional 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.

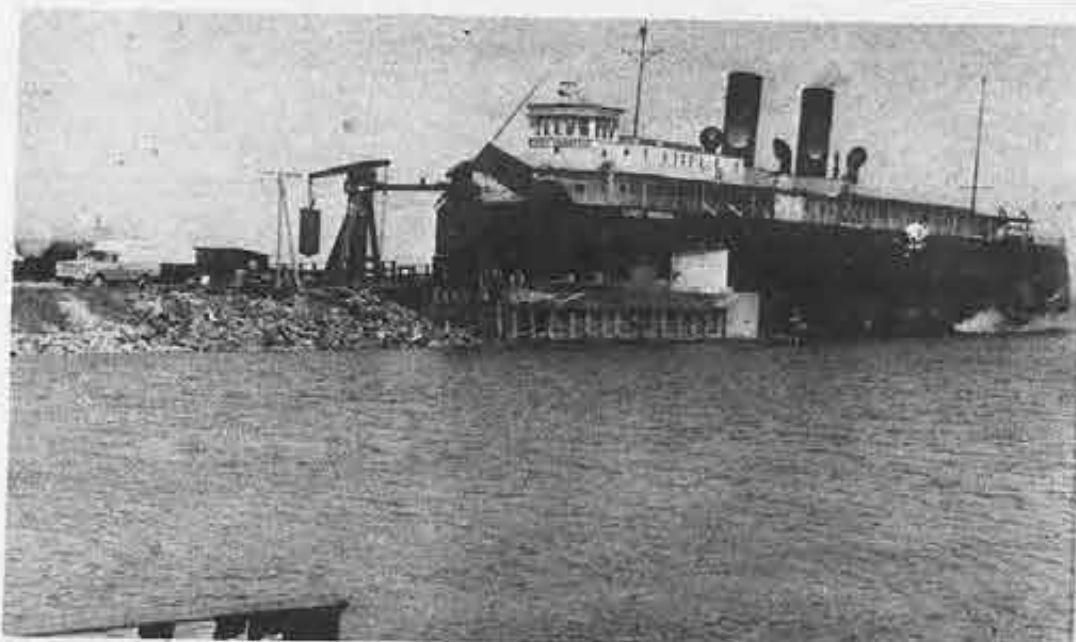
RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file 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.

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



Making its final call at St. Ignace docks, is icebreaking carferry, Chief Wawatam. Residents once set their clocks by the big, colorful vessel's departure whistles.



As smoke billows from stack, local residents can catch a final view of the ship's spar deck. The vessel made as many as 9 round trips in 24 hours to Mackinaw City.



Among the Seafarers making final voyage are, left to right: Joe Sales, Ed Sheber, Leonard Siren. The men were coal passers.



Capt. Bob Tamlyn (r) was Master on final run. Bob Jr. (l) is a SIU member and holds oiler's seniority. Young Bob served as second assistant engineer.

An Era Ends For Veteran Lakes Warrior

THE SIU Great Lakes District-contracted carferry Chief Wawatam, which transported railroad cars across the Straits of Mackinac in Michigan, for 57 years, last month made its final run.

Captain Bob Tamlyn, master of the 338-foot ferry, took the Chief on its farewell trip, tying it up at the State Dock in St. Ignace, to end a colorful era in rail and water transportation, dating back 87 years.

The carferry has been replaced by the Tug Muskegon and the Barge Manistee in the operations of the SIU-contracted Mackinac Transportation Company.

Originally, when the transportation of rail cars, between Mackinac City and St. Ignace began in 1881, a four-car barge, the Betsy, and the break-bulk steamer, Algolah were used. In 1888 the company switched to carferry, the first being the wooden St. Ignace. In 1893, the Sainte Marie I was ordered and these two vessels did such a noble job of breaking the ice that the Russians sent an admiral over in 1900 to study the system. As a result the Russians built an icebreaker along the lines of the Sainte Marie I.

In 1910, it was decided to replace the oak-hulled wooden vessels and the Chief Wawatam, with its all-steel hull, was launched in 1911. Now the demise of the sturdy veteran as a carferry has come as a shock to residents of St. Ignace. The Chief will be reduced to a stone barge to serve out its remaining sailing days.

In its heyday, the Chief Wawatam made as many as nine round trips a day across the Straits and carried a crew of 56.

The Chief, with 4,500 horsepower, was long one of the most powerful ships on the lakes and, before the Coast Guard began ice-breaking operations, was often called upon for this purpose. Once it was called to break ice as far away as Buffalo.

In its years of service, the Chief made in excess of 100,000 Straits crossings and handled millions of tons of cargo and carried thousands of passengers without a single serious mishap.



Jim Bishop sailed as deckhand on the ship. "There's nothing like it left," he said of Wawatam. Bishop joined Union in Frankfort.



Stanley Bauers (l) was wheelsman on Wawatam, 48 years. At right is retired Captain Mike Bishop. Bauers is on an SIU pension.



After leaving the carferry in Mackinaw, freightcars rumble through the yard after last trip on old friend, Chief Wawatam once had a crew of fifty-six.



When the ship called at Mackinaw City, after crossing Straits of Mackinac, she unloaded trains for the last time. An era in Michigan's history is finished.