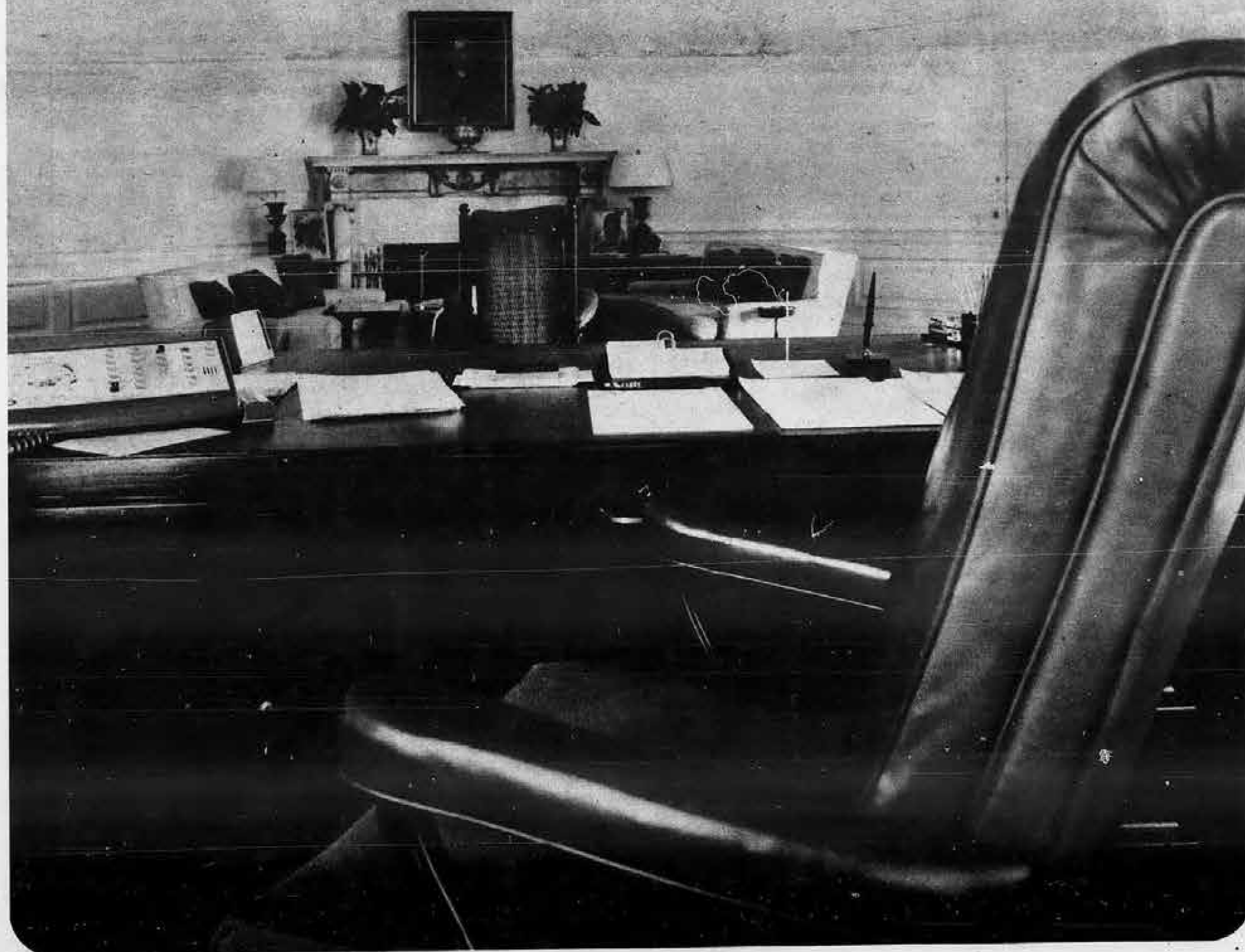


The Merchant Marine of Our Country . . .

The critical condition of the American Merchant Marine is a matter of record. There is an increasing awareness throughout the country of the urgent need for firm national policy to effect its revival in the interests of a strong United States and its defense and peacetime commerce requirements. Late in 1965, after more than a year of study and deliberation, President Johnson's Maritime Advisory Committee, created by Executive Order, adopted a report containing recommendations for the renewal and expansion of the American Merchant Marine, based on our security and economic needs as a nation. Daily events continue to confirm the urgency for implementation of the Advisory Committee's report, which is on the President's desk. The welfare of the nation calls for implementation of the Maritime Advisory Committee's recommendations. But only a decision by the President can provide the signal to proceed with the critically needed program for a U.S. shipping buildup.



U.S. Decline Cited As Dangerous

Congressmen Warn of Soviet Control Of World Shipping In Near Future

WASHINGTON—Two members of the House Merchant Marine Committee have warned that Russia will surpass the U.S. in shipping and control the world's sealanes in the near future unless the United States does something to halt the rapid decline of the American-flag merchant fleet.

The warning came in a report issued by Representatives Paul Rogers (D-Fla.) and Hastings Keith (R-Mass.), who recently returned from an inspection tour of maritime installation in the Soviet Union and communist-bloc nations.

The Congressmen made their prediction of the possible Soviet domination of world shipping rates in a 26-page report that touches on fishing, oceanography and the merchant marine. The ultimate aim of the Russian sea build-up, the report said, was to dominate the sea-lanes so completely that nations whose merchant fleets have dwindled away or become unable to compete with Soviet shipping will have to use Soviet Bloc ships.

When this happens Communist nations will be able to withhold ocean freight services from any country not following the Moscow line. By 1980, the Soviets hope to develop a merchant fleet of more than 200 million tons—the equivalent of the massive British-flag merchant fleet today.

American shipyards now have only 41 merchant ships under construction the report noted, while the Soviet Union had 464 merchant ships of over 1,000 tons on order at the end of 1965. The obsolescence of the United States-flag merchant fleet was underscored by the report. At present about 70 per cent of all American merchant ships are more than 20 years old while 80 per cent of Russia's merchant vessels are less than ten years old.

Government Inaction

The report detailed the gloom that has spread over the entire American maritime industry because of government inaction and the lack of support for the American-flag merchant marine on the part of the Administration.

The most alarming aspect of the

report was the revelation that the Soviet Union knows full well the military advantages of their merchant fleet while the United States does not.

It states that "the Soviets recognize that the merchant marine is a major instrument of power. Over 200 ships of the Soviet merchant fleet deliver military supplies ranging from missiles and patrol boats, to hand grenades and machine guns. They deliver fuel for industry and for tanks, they deliver trucks and roadbuilding equipment to develop inland transportation networks. They deliver prefabricated factories, tractors and combines. Soviet ships carry military supplies, troops and scientific and industrial advisors to far continents. They return oftentimes with students."

Fishing is treated as a science in the Soviet Union. Russia, the Congressmen said, is constructing large trawlers and factory ships that will move further and further South from Soviet waters until they start working all of the world's fishing grounds.

Fish farming is one aspect of this drive. The Soviets are developing artificial breeding techniques and are working on ways to forecast the exact locations of schools and discover how fish migrate by studying oceanographic and meteorological data. Because of this effort in the fishing industry the Russians have quadrupled their annual fish catch in 25 years, making it fourth among the world's fishing nations behind Peru, Japan and Red China. The

United States on the other hand, with the world's best coastal fishery resources, has become the world's greatest fish importing nation.

The legislators praised a recent Congressional Measure, the Marine Resources and Engineering Development Act, which will enable a committee to coordinate and review the nation's many current oceanographic activities and coordinate them.

The report recommended that the United States:

- "Give our merchant marine the support it deserves or we one day may find ourselves having to depend on Soviet shipping."

- Improve the systems of distributing oceanographic research results to Government agencies and the general public as well as share such information with the Free World.

- Give immediate attention to the solving of administration policy disputes so that we can proceed with a program to support our merchant marine.

- Create a tax system which will encourage the construction of American-flag fishing vessels.

- Conduct a complete and thorough study of the U.S. fishing industry.

- For conservation purposes, adopt a 12-mile offshore limit to protect our coastal fisheries the way the Russians have.

- Strive to develop greater public support for international conferences aimed at settling problems of conservation of the world's ocean resources.

Labor Pledges All-Out Fight To Defeat Calif. Right-Wing

SAN DIEGO, Calif.—The American labor movement has no intention of permitting "reactionary Republicans" to use California as a base for an assault on the U.S. Presidency in 1968, SIU President Paul Hall told State AFL-CIO Convention delegates here recently.

Speaking as the representative of AFL-CIO President George Meany, Hall pledged an all-out labor fight to defeat Conservative Republican Ronald Reagan's bid for the California Governor's seat in the upcoming election against incumbent Democratic Governor Edmund G. (Pat) Brown.

"California, where organized labor is proud and strong, is the best battleground there is to defeat the radical right," Hall told the assembled delegates, noting that the California gubernatorial race is not a contest between individuals, but philosophies.

SIU President Hall is part of a top-level "national task force" including AFL-CIO COPE Director Al Barkan, sent to California by President Meany to organize the State's labor vote behind Governor Brown.

Hall and Barkan met prior to the convention with top California labor leaders to forge a united

front which will coordinate all political activities.

Also addressing the 2,000 assembled delegates, incumbent Governor Brown hit Reagan and his supporters as "reactionaries" who mouth "evasions and vague generalities."

Reagan's candidacy, the Governor said, is "a deadly serious, all-out effort by the forces of extremism from across the country to reverse the progressive thrust of our State government." He attacked Reagan for proposals to ban the union shop, and cut back Social Security, education, job training, social insurance, health and conservation programs "and a whole series of essential public services."

Lt. Governor Glenn Anderson later accused Reagan of "trying to pull the biggest political hoax in American history. Reagan can win only if he succeeds in deceiving a great majority as to how he really feels . . . on old age pensions, welfare benefits, and unemployment insurance," he said.

Report of International President



by Paul Hall

The United States got another warning recently about the continuing Soviet push to rule the world's sealanes in the near future. The warning, contained in a report by two Congressmen who toured Russian and Soviet-bloc shipping and shipbuilding facilities last January, echoes the many previous warnings issued by the SIU and other maritime unions about the heavy emphasis the Soviet Union is placing on building a huge merchant fleet as a political and military weapon.

So far these warnings have all gone unheeded by the U.S. Government, which has done nothing even to halt the steady decline of our own merchant fleet. Judging from the report of Representatives Hastings Keith (R. Mass.) and Paul G. Rogers (D. Mass.) both members of the House Merchant Marine Committee, a visit to Soviet-bloc shipping and shipbuilding facilities might be just what many U.S. Government administrators need to finally open their eyes to the increasing danger to U.S. security inherent in our continuing neglect of maritime.

Keith and Rogers point out, for instance, that the massive maritime buildup currently underway in Russia will soon provide her with a large enough fleet to prosecute successfully a military war, or an economic cold war.

The Congressmen found the Soviet-bloc shipyards booming in sharp contrast to U.S. shipyards, which are rapidly losing their skilled workers to other fields and are unable to replace obsolete equipment because of lack of work. At shipyards in Gdansk and Gdynia, Poland, they saw modern yards that have launched over 2.5 million tons of shipping since World War II. The Red-flag fleet now stands at 8½ million dead-weight tons, with a 1980 goal of over 20 million tons—equal to Great Britain's huge present day fleet.

The purposes to which the Soviet Union could put such a huge fleet in the future are clear in terms of world trade and politics. The Congressmen point out in their report that Russia seeks to dominate the sealanes so completely that nations whose merchant fleets have vanished or who become unable to compete with Soviet freight rates will require the services of communist-bloc shipping. Communist dominance of shipping also could enable the Soviet Union and her satellites to withhold ocean freight services from any nation out of favor with Soviet policies.

Noting that this massive increase in Soviet maritime power has come about because of the strong backing and solid support of the Soviet Government, the Congressmen suggest that the U.S. Government must provide more direction if America is to meet this challenge.

This is a position which the SIU has held in the past and continues to hold. A progressive U. S. Government policy toward maritime is long overdue. The vital need for such a policy to halt the continuing decline of U.S. maritime becomes doubly obvious in view of the facts of the Soviet maritime buildup.

Meany Hits Senate Bill to Send Striking Machinists Back to Work

WASHINGTON—AFL-CIO President George Meany declared last week that a vote by Congress to end a "legal non-emergency strike" of airline mechanics by federal law forcing the men back to work would "deliver a crippling blow to the whole labor movement and more than that to the liberty of every American who works for wages."

As the LOG went to press, the International Association of Machinists and the five struck airlines had reached agreement on the terms of a new three-year contract, with the union's 35,400 striking members due to vote on the contract proposals on August 19.

Meany told a press conference, convened after the House Commerce Committee refused him permission to testify on a strike-ending Senate resolution, that the proposed law would be a "first step" toward nationalization or government seizure of other industries behind the cloak of the "national interest."

Meany's attack on the bill came as the House Commerce Committee ended brief hearings on the Senate-passed measure and began consideration of various portions.

The committee has already given preliminary and tentative approval to the major sections of the Senate bill, but all actions were still subject to final votes.

After agreement on the contract proposals were announced by Machinists and the struck airlines,

the House Rules Committee cancelled a meeting scheduled for August 16 in which they were to consider the bill passed by the Senate.

The Senate had adopted on August 4 by a 54-33 vote a measure calling for the following procedures in the airlines dispute:

- An order by Congress terminating the strike for 30 days, and appointment by the President of a special airline dispute board to mediate the disagreement over contract terms during that period.

- Authority for the President to extend mediation and forbid a strike for another 60 days and, if the board recommends, for an additional 90 days.

The bill provided also that federal courts could restrain any violations but no individual worker would be compelled to work against his will; wage terms finally agreed to would be retroactive to Jan. 1, 1966.

Finally the bill proposed that if no settlement is reached after 180 days, the board would report its recommendations to the President and the President to Congress, with his recommendations for ways to prevent "further interruption of the continuity of transportation services."

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12 More SIU Men Licensed As Engineers; Total Now at 68

Twelve more SIU men have passed U.S. Coast Guard examinations and have been issued their engineer's licenses after attending the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. This brings the number of SIU men who have obtained their licenses to 68.

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



Tybur

Rowan

Six of the men who recently passed their Coast Guard examinations were licensed as Third Assistant Engineers, while the other six received their Second Assistant Engineers license.

The new third assistant engineers are:

Longin Tybur, 36, member of the SIU since 1957 who has sailed as FOWT and oiler.



O'Rourke

Curran

Lawrence Rowan, 38, sailing with the SIU as FOWT, oiler, and

pumpman. He joined the SIU in New York in 1961;

John O'Rourke, 41, a member of the SIU since 1946, has shipped out as FOWT and oiler.

Hugh Curran, 29, joined the SIU in 1958, and has sailed as oiler, FOWT and pumpman;

Francis McGlone, 40, a member of the SIU since 1947, who has sailed as FOWT and oiler;

Walter Skulski, 38, an SIU member with endorsements as FOWT and oiler, who joined the union in Boston in 1961;



McGlone

Skulski

SIU members receiving their second assistant engineers licenses are:

Lewis Williamson, 54, who has sailed as FOWT and oiler. He joined the SIU in New York in 1956;

Gil Borge, 44, who joined the SIU in 1951, has sailed for many years as FOWT and oiler.

Douglas Burnett, 37, an SIU since 1960, shipped as pumpman, oiler and FOWT;

Evis Thibodeaux, 38, joined the

Continued on page 10

House Marine Unit Approves Bill For Independent Maritime Agency

WASHINGTON—An SIU-backed bill designed to exempt the Maritime Administration from the proposed Department of Transportation and establish it as an independent agency has been favorably acted upon by the House Merchant Marine and Fisheries Committee, making consideration by the full House possible in the near future.

In reporting the bill (H.R. 11696) to the House, Merchant Marine Committee chairman Edward A. Garmatz (D-Md.) described the establishment of an independent Maritime Agency as "the most efficient mechanism to insure that our National maritime policy set forth in Section 101 of the Merchant Marine Act, 1936, is properly and effectively implemented through constructive and on-going programs. This goal is not now being attained," he added.

Support for an independent maritime agency was strengthened by the position of the House Republican Policy Committee which declared "that the Maritime Administration should be established as an independent agency."

In a statement issued last week, the Republican Committee cited the crisis being faced by the nations shipping and said that the Administrations Transportation Department bill would perpetuate "the stepchild status" of the maritime industry.

The measure calling for an independent Maritime Administration conflicts directly with an Administration-backed proposal that would include the Maritime Administration in a new Department of Transportation—a move which has drawn strong opposition from the SIU and other maritime unions.

The unions, along with others interested in the well-being of the American maritime industry, have warned that if the Administration-backed measure is adopted, maritime would be submerged in a huge department whose basic concerns would be with other modes of transportation. Under such an arrangement maritime would continue to suffer the neglect which has already brought about the alarming deterioration of U.S. maritime capability, they warned.

The SIU-backed bill on the other hand, would establish "an agency to be known as the Federal Maritime Administration . . . which shall be an independent agency not under any other department, agency, or instrumentality of the executive branch of the Government. . . ."

Maritime Subsidy Board

The bill would also create a Maritime Subsidy Board which "shall have complete and final authority to pass upon all matters related to construction differential and operating differential subsidy."

In a statement issued at the time the bill was reported to the House, Representative Garmatz echoed the concern of the SIU and other maritime unions over the dangers of including maritime within a Department of Transportation.

"The proposed Department of Transportation appears to be oriented principally toward the

needs of domestic transportation, while the activities of the American Merchant Marine on the other hand are of an international character and are, therefore, unique," he pointed out.

"The end result appears to be that the Maritime Administration will be placed in much the same subordinate status as it now has within the Department of Commerce," he concluded.

Spotlighting the deficiencies of the present status of the Maritime Administration, which would be continued and made even worse under a Department of Transportation, Garmatz cited the following facts:

"Notwithstanding the clear need for a strong merchant fleet composed of fast, modern American-flag ships, our merchant marine is fast becoming both physically and economically obsolete, with almost 80 percent of our total oceangoing fleet having been constructed more than twenty years ago for World War II.

"In 1958 we started a vessel replacement program designed to meet the obsolescence problem in the subsidized liner segment of the fleet. This program . . . is now about 100 ships behind schedule. Despite the accelerating demands for sea-lift . . . applications by presently unsubsidized operators . . . for aid in the construction of modern and efficient new vessels have been ignored. . . ."

SIU A&G Meets Manpower Commitments in Viet Emergency

Earl (Bull) Shepard has been charged with the responsibility of SIU Atlantic and Gulf District manpower operations. It was announced by Union President Paul Hall that the SIU Vice-President would devote full time to the implementation of the union's manning program.

Shepard will direct the headquarters manning operations and will coordinate the effort with Lindsey J. Williams, Vice President for the Gulf Coast, and Frank Drozak, SIU West Coast representative. Hall stated that as a result of these assignments the union would be able to continue the success it has had in "this all-important effort."

Despite the increased demands made on U.S. shipping by the Vietnam conflict, the SIU A&G District has continued to meet its manpower commitments.

The various training and upgrading programs which the union has been operating continuously over the past several years have provided a manpower availability that enables the SIU to meet the increasing requirements of contracted vessels and those assigned its operators from the reserve fleet.

Implementation of the SIU upgrading and training program several years ago has provided competent rated men in sufficient num-

bers to meet the demands of shipping operations.

When the government began its breakout of vessels from the layup fleets to meet the increasing manpower needs of the Vietnam operations, the SIU simply began stepping up the tempo and increasing the capabilities and facilities of its already existing training and upgrading program.

An example of the program's effectiveness is shown by the fact that in the past several months the union upgraded, in New York and other ports, 300 wipers to Group 2 ratings, such as FOW. More than 100 men were upgraded to Group 1 ratings, such as electricians, pumpman, etc. In the deck department, in the same period for all ports, 250 ordinary seamen were upgraded to able-bodied seamen.

Adding to the union's ability to stay abreast of the manpower requirements for vessels operated by its contracted companies was the reinstatement of the program developed so successfully during the Korean War, when the SIU began bringing back Seafarers who had temporarily quit going to sea.

The long-range upgrading program, the stepping up of its tempo and the call-back of Seafarers who had temporarily left the shipping scene made it possible for the

SIU not only to meet its unlicensed crew requirements, but also to allow the union to launch, earlier this year, the Licensed Engineers Training Program jointly with MEBA, District 2, to help solve the shortage of ships' engine officers arising out of Vietnam developments. The engineer program is now in full operation.

Early this month the SIU announced the institution of a training program to enable deck department Seafarers to sit for their deck officers licenses. Applications are presently being processed to ready the first group of Seafarers to obtain that training.

Shepard said that merely having sufficient manpower is not the only factor in guaranteeing the scheduled sailings of SIU contracted vessels. "With the present dislocation of American-flag shipping," he said, "it is possible to have a surplus of rated men in one area and an acute shortage in another area at the same time. The object is to have manpower where it is needed, when it is needed," the SIU official said.

Shepard estimated that on the basis of union records there are some 700 men who are not immediately available for shipping because they are either visiting their homes between voyages or attending to personal affairs, and

approximately another 200 men who are either in in-patient or out-patient status at hospitals due to illness or injury. Other than these, the SIU official estimated that there are approximately 120 crews registered for shipping in all ports. He said that on the basis of union experience that about half of those who are registered on the beach are available and desirous of shipping immediately. The objective, Shepard said, "is to make sure that the 60 crews immediately available to ship are in the proper place at the proper time." He added that with the union's upgrading and training program moving into high gear "We expect to increase the availability of manpower by two crews a week."

To assure effective implementation of its plan, the union sent the following message to all SIU A&G contracted operators:

"In order to expedite punctual sailings and to prevent the delay of any vessel contracted to sail with SIU unlicensed personnel, the union is requesting the cooperation of all companies. Please notify the Headquarters of the SIU if a full complement is not aboard any vessel 24 hours prior to the departure time of the vessel. By the use of this procedure the necessary unlicensed personnel can

be directed to the vessel by Headquarters and possible delay can be prevented."

Cooperating in the effort, the Maritime Administration sent the following message to the SIU:

"You may be sure that you will have our fullest cooperation in your efforts to prevent delayed sailing because of manning difficulties.

"In order to assure understanding and cooperation we are immediately issuing letters to General Agents contracted to sail with SIU unlicensed personnel, directing compliance with your suggestion.

"We greatly appreciate your special attention to this problem and wish to assure you that we will do everything possible to keep you informed," the Maritime Administration said.

In connection with the manpower issue Shepard met with Coast Guard Representatives in Washington on August 3rd. He said that at the meeting the Coast Guard "evidenced every desire to be cooperative at all levels on the manpower issue." He pointed out that while the SIU has differences with the Coast Guard on a number of issues, the Coast Guard, nevertheless, "as it does in all crises, such as that of Vietnam, cooperates to get the job done."

Six Additional Veteran Seafarers Join Growing SIU Pension Roster



Movall

Morgan

Parsons

Carlos

Deacon

Baterna

The names of six additional Seafarers have been added to the growing list of Seafarers who are receiving SIU \$150 lifetime pensions. The latest additions to the pension rolls include Leo Movall, Clarence Morgan, Dewey Parsons, Jimmie Carlos, Henry Deacon, and Benedicto Baterna.

Movall joined the SIU in the port of New York and sailed as chief steward, cook and baker. Born in Finland, he resides in

Baltimore, Md. with his wife, Helen. His last ship was the Overseas Eva.

Baterna joined the union in the

port of New York, where he makes his home. Born in Manila, he is one of the original members of the SIU. He shipped as an AB and the Overseas Joyce was his last ship.

Parsons joined the union in the port of New York. Born in the British West Indies, he sailed in the Deck department. He now makes his home in Brooklyn with his wife, Elizabeth. Parsons' last vessel was the Potomac.

Morgan sailed in the Deck department as pumpman. He joined the SIU in Mobile. Born in Alabama, he now resides in Grove Hill, Ala., with his wife, Lyndal. Morgan's last vessel was the Alcoa Ranger.

Deacon sailed SIU ships as a cook in the Steward department. He joined the union in New York, and was born in Texas. Deacon resides in Philadelphia with his wife, Thelma. His last ship was the Alcoa Runner.

Carlos sailed in the Engine department. He was born in Grand Calliou, La. and joined the SIU in New Orleans. He now resides in Houma, La. The Gulf Canal was his last ship.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Shipping is expected to benefit from a wave of shore-side building going on in the Gulf Coast area. The sharp upturn in plant construction and expansion on these waterside sites will tend to increase the activities of both deep-sea shipping, inland and intracoastal waterway activities.

There are many Gulf ports now in the midst of construction activity. Pascagoula, Mississippi, is having a \$30 million chemical plant being built to produce a basic material for the production of synthetic fibers. At Gulfport, Mississippi, a \$5.5 million expansion program is under way to add new port side facilities.

American Oil Co. plans a multi-million expansion of its refinery at Texas City, Texas. At Freeport, Texas, a \$3.5 million plant to produce a basic raw material for fire-brick is being built. At Vicksburg, Mississippi, a \$4 million soybean processing facility is being built while plans for West Baton Rouge Parish call for the construction of oil refinery facilities which will raise Humble Oil Co.'s crude oil processing capacity to 415,000 barrels a day.

The New Orleans Dockside Commodity Terminal plans to triple the unloading capacity of its Stuyvesant Docks soybean terminal and at Chalmette the Tenneco Oil Co. is creating a 100-million pound per year paraxylene unit. Paraxylene is used in the manufacture of polyester resins.

New Orleans

Nicholas (Nick) Maire, last aboard the Ocean Pioneer on a shuttle from Japan to the Persian Gulf said it was "a very good crew with a good captain." Brother Maire will rest up for a while and then try for a third cook's job. August (Gus) Brosig was steward aboard the Alice Brown but had to get off for medical reasons. Gus has been an SIU-member since the union was first started and is looking forward to shipping out again as soon as his leg gets better.

Arthur Rudnicki of Franklinton, La., just got off the Neva West after a six-months Viet Nam run. He stepped ashore in time to attend Arthur Jr.'s graduation and wedding. Arthur Jr. graduated from Louisiana State University as an honor student and was first in his engineering class. He went to college on an SIU scholarship and finished a five-year course in four years. Arthur

plans to enroll in the Massachusetts Institute of Technology to get a master's degree in engineering.

Dick Martinez took a vacation after a long trip aboard the Del Campo. Spent his time in Mexico and really enjoyed his stay. Next trip out he's looking for a steward dept. slot aboard a ship on the Mediterranean run.

Mobile

We have few men on the beach here with the Panama about to crew this week. Bill Fillingham is now on the beach and has been shipping out of the Gulf area for the past 20 years. He sails in the Deck Department and was last aboard the Oakland.

Nicholas Mallette is registered as an AB and waiting to ship out. A seafarer for 16 years, Mallette's last ship was the Alcoa Ranger.



Roney

Knapp

Hugh Hallman, last aboard the Maiden Creek as an oiler on the Puerto Rican run, is now ashore due to his wife's illness. Clarence E. Roney, last on the Penn Vanguard as a deck engineer, is waiting for another slot. Darius L. Knapp, shipping for 20 years in the stewards department, was last aboard the Clairborne as a baker and waiting for a new berth.

Houston

Pete Garza, tired of taking in the sun and the sand at the seashore plans to ship out on any vessel available. He has been sailing deck for the past ten years and his last ship was the Achilles. Frank S. Paylor, who sails in the Steward Department, is waiting for a Viet Nam trip but will settle for a South American run. Berny "Ski" Kazmierski wants to go up for his AB ticket in the near future.

The Atlantic Coast



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

The Senate Commerce Committee recently reported a bill that will require foreign-flag passenger vessels to comply with the minimum ship safety standards as established under the International Safety Standards set down by the Safety of Life at Sea Convention (SOLAS) of 1948.

However, of the sixty foreign flag ships which advertise regular sailings from United States ports, mostly from the lucrative tourist trade centers of Florida, only seventeen will be affected by the new bill. This is so because the bill limits its jurisdiction to ships under construction prior to May 27, 1936.

The bill also calls for standards that are considered "reasonable safe." To properly safeguard crew and passengers it is necessary that a foreign-flag ship be more than "reasonably safe." Maritime labor has long proposed that foreign-flag vessels plying the U.S. passenger routes be subject to the same stringent rules that apply to American passenger ships. The Yarmouth Castle and Viking Princess are reminders of the price paid when lower standards are allowed.

New York

Bruce Knight, just off the Steel Executive, will look for a berth to



Knight

Hawaii after his vacation is up. James E. Young, a graduate from the Joint SIU-MEBA District 2 Engineers Upgrading School, stopped by to thank the union for helping him get his engineer's license. He is now sailing as a 3rd engineer aboard the Beaver Victory. Juan Pola, taking it easy in the beach,

is waiting for a chief cook's spot on any ship making a long trip to the Far East or Viet Nam. R. J. Delaney has just received his fit-for-duty and is ready to ship on a trip to Viet-Nam.

Philadelphia

William Clegg, who sails in the deck department, is ready to ship out again after spending some time at home. Joe Werselwick, last aboard the Merrimac as a steward, is registered and ready to ship out again. John (Tex) Shannon is waiting for the first



Clegg

job that comes along. Michael Shalestock, a 26-year union man who sails in the black gang, is registered and ready to sail again.

Norfolk

Shipping has been good in this port and it looks good for the future. Bob King who got off the St. Christopher in Okinawa, is now back in the United States waiting for a short run. Joe Stevens, who last sailed as steward aboard the Commander, has been on the beach and is now registered for a job as chief cook. Raymond Waterfield, an oiler aboard the Steel Rover, got off the ship to get his clinic card renewed.

Boston

Shipping has been fair in this port for the past few weeks and is expected to pickup during the next shipping period. John Sullivan, a 20-year SIU man, is ending a six-month long drydock and now is ready to grab the first job on the boards. William Blakely, last aboard the Mankato Victory as a fireman-water tender, is happy to spend some time at home with his family. Bill has been a Seafarer for 25 years.

Baltimore

Jobs are still hanging on the board even though shipping has been very slow for the past two weeks at this port. We have the Alamar, Losmar and Trustco laid up but no report as to when they will crew up. We paid off five ships, signed on four and had seven in transit over this period. Thad De Loach, 3rd cook on the Robin Goodfellow is now waiting to ship out as cook. He has been a member of the SIU for 12 years.

Puerto Rico

The SIU Puerto Rico Division has signed its second three-year contract with Wagner Shipyard. Increases were gained on wages, sick leave, vacation and additional holidays. The division has also filed a \$150,000 suit against the Shell Oil Company charging the firm with racial discrimination and violation of the collective bargaining agreement. Zenon Rivera, after shipping aboard the Elizabethport is back home for a vacation with his family in Fajardo. SIU pensioners Julio Rey, Jose Rodriguez, Tomas Rivera and Joe Wohletz dropped by the Hall to say hello.

Canada SIU Cites Manning Cutbacks For Rising Seamen's Accident Rate

OTTAWA—Seafarers International Union of Canada President Leonard (Red) McLaughlin accused some Canadian shipowners of sacrificing safety for economy by eliminating watchstanders. The statement was made in a letter to Transport Minister J. W. Pickersgill. A similar letter was sent to other Canadian ministries concerned.

McLaughlin stated that there was neglect of the safety factor in the elimination of the lookout man on the deck watch and the oiler in the engine crew. He said that it was a government responsibility to set minimum standards for the manning and grading of watchkeeping personnel.

In his letter McLaughlin said that conciliation boards and industrial inquiries have consistently advised the union that the safety issue was a matter of government regulation, not one of collective bargaining. He added that under the Canada Shipping Act, the manning of ships and efficiency of crews lies within the responsibility of the Transport Ministry.

The SIU of Canada's specific complaint is that 11 lookout men and 18 oilers were removed from their posts, thereby posing a threat to safety. McLaughlin stated that the quality of safety cannot be dissociated from the quantity of men on watchkeeping duty.

McLaughlin charged that the government, in shelving their responsibility in this field, was

"passing the buck" to the bargaining table. The SIU of Canada president said that "They are telling us to lump it or like it. Either it is a government responsibility or the SIU's at the bargaining table. We intend to make it our responsibility if no one else will handle it."

He also warned that rank and file members of the union were disturbed over the careless, hands-off approach of the government toward safety. He said that the issue would definitely become a matter of concern at the next contract termination period.

McLaughlin explained that the accident rates of Canadian shipping is more than four times higher than the general industrial accident rate across Canada. The maritime accident rate runs at 8.1 per cent compared with two per cent for the rest of Canada. The Canadian seamen's accident rate is about 150 per cent higher than that among seamen of other maritime nations, he declared.

There is an even wider margin when it comes to deaths caused by accidents. In the last year of complete statistics, 1963, there were 9.2 deaths per 10,000 seamen compared with 1.8 in other industries.



The Great Lakes

by

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

An 18 year coal record was broke during the month of June when Great Lakes vessels carried some 7,100,000 tons. Grain shipments during June amounted to 2,745,000 tons and iron ore shipments came close to 10,000,000 tons. All of these figures account for the good shipping on the Lakes with no let-up in sight. With the shortage of good rated men, one would think the shipowners would try and keep their crews happy, but this is not the case. One particular shipowner has gone so far as to allow only one steak to each crewmember on steak night. When our representatives went aboard the ship to investigate, they found the Galley and Messroom in a deplorable condition. A meeting was held with the crew and it was agreed that if conditions didn't improve, each crewmember would give 24 hours notice that he was quitting. The crew felt that with open jobs on the board, they wouldn't have any trouble shipping with companies who would be glad to feed them steak three times a day.

The St. Lawrence Seaway Corporation is considering a proposal to increase the toll charges by 10% during the next five year period. A total of 31 Congressmen have introduced bills, claiming the toll increase is unnecessary. The Congressmen would like to remove the legal requirement that the Seaway pay off its construction cost in 50 years. Instead, the federal government's \$140 million investment would be made permanent by converting its bonds to preferred stock. The Seaway would continue to pay a return on this investment perpetually.

The present tolls would be sufficient to pay operating and main-

tenance cost, making a toll increase unnecessary. One thing is certain, American Deep-Sea Vessels would become a rarity on the Great Lakes if a toll increase was effected.

The SIU Great Lakes District is presently voting for its union officers with port agents and patrolmen voting all ships plying the Ste. Claire and Detroit River. The vessels that voted during the first week were the **John J. Boland, J. F. Schoellkopf, A. E. Cornelius** and the **U. S. Gypsum**, all Boland & Cornelius Company vessels. Others that voted were the **W. A. Reiss, Peter Reiss, J. A. Kling, Inglehart, LaLiberte, Kinsman Independent** and the **Alpena**. Out Port Agents working in Detroit are Jack Hall, Duluth; Floyd Hammer, Frankfort; Scottie Aubusson, Chicago and Roy Boudreau, Buffalo. The vote will continue all during the month of August and we urge all book members to vote during the election period.

In commenting recently on two major channel improvements in Chicago area waterways, Governor Kerner of Illinois said that he could think of no reason why Chicago cannot be "the greatest seaport in the United States." The Governor made his comments in marking the completion of 6.2 miles of usable 27-foot-deep channel of the Calumet River into Calumet Lake.

U.S. Inland Waterways Enjoying Greatest Expansion Boom in History

The nation's inland waterways are building themselves up to meet the biggest boom in history. The swiftness of modern inland water carriers, barges and tugs has increased traffic so greatly that the flow is straining existing navigational facilities.

The boom is a creature which is feeding upon itself. The newer and more efficient the ships, the lower the freight rates; and the lower the rates the higher the amount of cargoes booked and the greater the growth of allied industries.

In the last decade and a half traffic has more than doubled on both the Mississippi and Ohio Rivers, two principal inland navigation systems. Every conceivable type of cargo is being carried on the rivers today.

Giant Saturn rockets have moved from Huntsville, Alabama, to Cape Kennedy, Florida, 2,000 miles down the Tennessee, Ohio and Mississippi Rivers and then through the Gulf Intra-Coastal Waterway and the Trans-Florida Waterway. Special barges are also being used to haul rocket fuel, liquified hydrogen, molten sulphur, special chemicals, auto parts and even complete automobiles.

Since the end of World War II, the rivers and lakes of America's inland waterways has seen the growth of 6,000 waterfront facilities valued at about \$110 billion. Hundreds of new industrial

units including petroleum refineries, cement, iron, steel, plastics and grain products plants, have built or are building riverside facilities to cash in on the low inland waterway freight rates.

Last year alone there were 512 new riverside industrial facilities built valued at \$6-7 billion. For the first quarter of this year, 119 new plants costing some \$1.6 billion were being built or were planned for the nation's river shores.

The Ohio River, one of America's most heavily used waterways is finding that the boom is affecting barge traffic. Many tugs and their loads are forced to wait for lengthy periods of time at locks, dams and other transfer points.

The Federal Government wants to modernize the facilities along the river and is presently re-building the Ohio's navigational system at a cost of one billion dollars.

Half a dozen high-lift dams have already been completed and feature larger locks. Plans call for completing the construction of some 19 high-lift dams with large lock chambers. These are expected to replace the 49 old dams and locks presently operating in the system.

Civil Rights Bill Passed by House, Faces Filibuster Threat in Senate

The House approved a "milestone" civil rights measure establishing a national policy against housing discrimination and sent it to the Senate, where it faces a possible filibuster from the GOP-Southern Democratic coalition.

Final passage of the House bill after 12 days of intensive debate came by a vote of 259 to 157. But a series of close non-recorded teller votes on the housing section provided the real guides to the fight.

The bill contains provisions assuring non-discrimination in the selection of federal and state juries, broadening federal laws against acts of racial violence and permitting federal court injunctions against anticipated violence or intimidation.

But the provision that touched off the controversy in House debate was to bar racial discrimination in the sale or rental of housing. As finally adopted the bill covers primarily apartment houses and individual homes built or sold by commercial interests.

Present home owners, boarding houses and owner-occupied apartment houses with no more than three family units are exempt.

A victim of housing discrimination would be able either to go to court or take his complaint, under the bill, to a federal fair housing board that would have power to issue cease and desist orders against landlords, builders, real estate agents and financial institutions.

President Johnson, hailing the

Waterway Operators Fight ICC Reduction On RR Coal Rates

Ohio's waterway operators are bitterly fighting a proposed Interstate Commerce Commission reduction in the railroad rate for the transport of bituminous coal.

Much of the waterway operators fears are based on the fact that the ICC in earlier rate decisions affecting both railways and the nation's inland waterways apparently has consistently favored the railways.

The move reducing these car-load rates from Sunnyhill, Ohio to Essexville, Michigan was regarded by the Toledo-Lucas County Port Authority as an attempt by the New York Central to cut-out Toledo and other ports.

The authority charged that the rate "constitutes a destructive competitive practice directed to the elimination of the use of coal loading facilities at dockside in the Port of Toledo and the elimination of through rail-water routes for the movement of coal."

The rate reduction, it said, was part of a railroad scheme to take over the nation's coal traffic by by-passing ports. Some one million tons of coal would be diverted from Toledo if the ICC rate becomes effective. Traffic revenues earned through the port by coal handling came to \$96.8 million last year.

The proposed rate would come to \$2.20 a ton with minimum consignments of 9,750 tons. The rate would go into effect August 22, but would apply only to coal shipped after September 1, of next year.

measure as "an important new milestone," and urging prompt action by the Senate, expressed his regret that the housing provision "was not as comprehensive as that we proposed and sought." He indicated efforts would be made to restore the Administration's original proposal in the Senate limiting exemptions to boarding houses.

The AFL-CIO, in testimony before the House Judiciary Committee, strongly supported the Administration bill.

Johnson noted that despite the exemptions in the House bill, which extends to an estimated 60 percent of the nation's dwelling units, in practical terms "the House has barred bigotry in all new housing and in apartment houses. This opens major avenues toward fair and adequate housing for millions of citizens."

The housing provision fight came initially on an amendment by Rep. Charles McC. Mathias (R-Md.) to spell out the exact terms of a Judiciary Committee provision exempting owners of single homes and small apartment buildings from the anti-discrimination section. An owner is permitted, under the bill, to give written instructions to a real estate broker to discriminate. The Mathias amendment carried on a teller vote of 180 to 179 after the House leadership became convinced the amendment was necessary to secure passage.

The second test came on another teller vote to strike the housing section from the bill entirely. It lost 198 to 179 with the Republican leadership, led by Rep. Gerald R. Ford (R-Mich.), seeking to kill the section and Mathias and about 25 Republicans supporting the principle of fair housing.

The Mathias amendment was approved on a rollcall vote, 237 to 176, with the Republicans again split but the Mathias faction picking up additional votes. The Southern Democrats, with a few exceptions, were opposed to the housing provision and other portions of the bill.

A second rollcall to strike the housing section completely was defeated by 222 to 190.

School Change Wins

The GOP-Southern Democratic coalition did succeed, however, in making ineffective one section which would have permitted the attorney general to file school desegregation lawsuits without being requested to do so by citizens in the district involved. The amendment rendering this section ineffective carried 214 to 201.

A second bid by southerners sought to prevent the government from withholding funds from any federally-assisted program in violation of civil rights programs until it had been proved that the local government involved was in violation of federal law or the Constitution. The amendment was defeated by a teller vote of 136 to 127. School integration was the main issue in this attempt, with Southerners attacking the government desegregation guidelines on federal school aid.

GOP Senate Leader Everett McKinley Dirksen (Ill.) has indicated his strong opposition to the ban on discrimination in housing and has intimated that he will decline to support it in the Senate. As with other civil rights bills that have faced southern filibusters, GOP votes are needed in the Senate to carry a cloture motion by the required two-thirds margin.

Govt. Pulls Last 25 C-4 Troopships From Reserve Fleet for Conversion

WASHINGTON—The remaining 25 C-4 troopships in the Government's reserve fleet will be made available for exchange to non-subsidized U. S.-flag operators for conversion to commercial operations.

The release of the remaining C-4 troopships carries one stipulation however not previously attached to such trade-in contracts, and reflects growing U.S. Vietnam transport problems. The 25 ships, once exchanged and converted, must be "offered" to the Military Sea Transportation Service. Ships not immediately required by MSTC will remain subject to military recall.

In addition, the ships are being released with the understanding that conversion must include either 70-ton heavy lift booms, roll-on roll-off, lift-on lift-off, or fly-on fly-off capability or 200 ton booms with appropriately lengthened hatches—depending on the type of conversion the individual ships undergo.

These requirements were stipulated by the Defense Department and reflect, especially the fly-on fly-off capability, the special needs

of Vietnam military supply.

The present exchange is regarded as an administration attempt to quickly upgrade the badly deteriorated and inadequate unsubsidized U.S. merchant fleet. The unsubsidized fleet is generally composed of even older, slower, World War II tonnage.

The 17-knot C-4 troop transports, which are still not as swift or efficient as modern vessels, are still considerably faster and more efficient than the 10- and 11-knot Liberties being operated by many U.S. unsubsidized operators.

A further boost for this part of the American merchant marine is being presently weighed in Congress. Pending legislation would make it unnecessary to trade in a ship to obtain a C-4 type vessel from the reserve fleet, thereby adding tonnage to the active fleet without retiring older ships from service.

The Pacific Coast

by Frank Drozak, West Coast Representative



Governor Edmund G. Brown was the featured speaker at the opening session of the 6th Convention of the California Federation, AFL-CIO, which was held in San Diego last week.

Confronting the delegates was the task of charting the course of the Federation, which represents the state's 1.5 million AFL-CIO union members.

San Francisco

Shipping continues to boom in this area and there are plenty of jobs for rated men, AB's, Oilers, FWT's, Electricians, Chief Cooks and Bakers, and 3rd Cooks.

Ships due in shortly are the Free America, Cornell Victory, Young America, Antinous, Los Angeles, Fairport, and Wild Ranger.

Ships in transit are the Steel Vendor, Portmar, Columbia, San Francisco, Long Beach, Yorkmar, Steel Admiral, Geneva, San Juan and Belgium Victory.

We had some visitors from the East Coast drop in and say hello to us, including Frank Pasluk, Bosun on the Ames Victory and Blackie Mancince, Bosun off the Ridgefield Victory. Both are heading for the Far East. Enjoying his stay on the beach after doing a long stint on the Ames Victory is James Rogers, 25 years with the SIU and now planning to take a vacation.



Rogers

Seattle
This port has a short breathing spell this week. However, this

coming week has at least 3 payoffs scheduled and possibly more.



McBride

Bill McBride is taking his family on a short vacation after eight months as bosun on the Anchorage.

Jimmie Coker is ready to go after a short stay concluding a five-month trip on the Transbay which he said was a good trip due to an excellent bunch of shipmates.

Wilmington

Shipping activity over the last two weeks' period has remained very good with the Loma Victory paying off and signing on and the Beaver Victory paying off.

There were 9 ships through in transit. We are still short of AB's, FWT's, Electricians, and Cooks. The shipping outlook for the coming weeks also looks very good and should keep jumping.

We're sorry to report an accident to Brother Joseph P. Shaughnessy, Bosun on the Mankato Victory. While the ship was in San Pedro for bunkers he was up on the number four portside boom, loosening the shackle on the boom cradle, when he slipped and fell.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From July 29 to Aug. 11, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	9	2	6	0	2	32	5
New York	85	35	58	30	29	285	101
Philadelphia	14	2	8	3	3	38	13
Baltimore	15	11	22	5	2	115	61
Norfolk	6	4	5	8	4	20	14
Jacksonville	3	2	4	3	2	9	1
Tampa	3	0	4	1	0	9	5
Mobile	23	8	18	6	1	81	11
New Orleans	56	36	34	26	9	163	69
Houston	46	41	58	22	23	152	29
Wilmington	16	3	8	0	8	32	2
San Francisco	42	17	26	13	22	72	2
Seattle	17	9	11	5	4	56	4
Totals	355	170	262	122	109	1,064	317

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	2	2	1	3	12	2
New York	69	38	38	35	39	169	91
Philadelphia	1	3	7	2	0	12	11
Baltimore	12	19	8	15	5	82	47
Norfolk	7	5	5	3	3	12	9
Jacksonville	3	4	0	3	2	5	2
Tampa	2	3	4	2	3	12	9
Mobile	12	6	14	13	7	43	4
New Orleans	48	28	25	24	14	108	63
Houston	35	32	32	27	18	103	84
Wilmington	5	9	2	11	12	16	2
San Francisco	24	16	9	18	28	51	2
Seattle	12	7	16	9	4	29	7
Totals	233	172	162	163	138	654	333

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	2	1	1	2	8	3
New York	55	16	37	8	15	163	41
Philadelphia	9	4	4	2	1	18	10
Baltimore	16	8	11	9	2	74	15
Norfolk	2	6	4	8	0	7	21
Jacksonville	5	0	1	1	2	11	2
Tampa	3	0	1	0	0	21	1
Mobile	21	5	13	7	0	60	12
New Orleans	36	37	40	15	3	118	104
Houston	29	29	20	18	2	107	24
Wilmington	5	4	4	1	12	11	3
San Francisco	13	13	27	7	17	45	4
Seattle	9	5	5	3	5	15	7
Totals	203	129	168	80	61	659	247

THE INQUIRING SEAFARER

QUESTION: Do you have any favorite superstitions? What are they?

Armas Soppi: People pick up superstitions from their parents and then they just carry it on without thinking about them. I don't think I have any particular superstition that I am always aware of. In general, I think that seamen are more superstitious than most people.



Lee Grant: I can't think of any off-hand that I particularly am partial to. I do occasionally throw salt over my shoulder if I spill it, but I don't really believe that it will really do any good. I don't believe that spilling salt brings bad luck either.



Stephan Cassella: I don't believe in superstitions, but I remember when I was a kid, people would talk about the evil eye and things like that. I guess you could call that superstitious beliefs. Well, I don't know just how much that they believed in these things. It



is hard to tell.

Lorenzo Thomas: I don't believe in superstitions. People use superstitions to put names on things that they don't understand or that they fear. Of course, there are a lot of superstitions floating around. I think walking under ladders and the black cat are the most popular one's that I have heard talk of.



Michael Cassella: I remember when I was a kid we wouldn't step on cracks because it was supposed to break somebody's back. Even as kids I don't think anybody actually believed it. Kids do not believe things as readily as most people think.



Jose Rodriguez: No, I do not have any superstitions myself, but I have run across many in my sailing. One very familiar one is that of knocking on wood when someone mentions something that they consider bad and would not want to happen to them.



Acts on Cruise Ship Safety Measure

Senate Unit Stiffens Requirements Of House-Passed Ship Safety Bill

WASHINGTON—The Senate Commerce Committee has approved and cleared for Senate action a House-passed measure designed to slap stronger safety and financial responsibility rules on all cruise ships sailing from United States Ports.

As reported by the Senate committee headed by Senator Warren G. Magnuson (D.-Wash), the bill applies to "any foreign or domestic vessel of over one hundred gross tons, having berth or stateroom accommodations for 50 or more passengers," and makes such vessels "subject to inspection by the Department in which the Coast Guard is operating and shall not depart a United States port with passengers who embarked at that port if the Secretary of that Department finds such vessel to be unsafe."

The main purpose of the bill is to police unscrupulous foreign-flag passenger ships which have been sailing out of United States ports without the rigid safety checks that American-flag passenger ships are forced to undergo.

The bill will also give the Coast Guard permission to refuse to allow any foreign or U.S. liners to pick up American passengers if it feels the vessel is unseaworthy.

As reported to the Senate, the measure also calls for:

- Requiring passenger vessels, both American and foreign, to disclose their safety standards on all

advertisement and promotional literature.

- Making the owners or charterers of these vessels establish financial responsibility or meet liability requirements for death or injury to passengers.

- Demanding that owners or charterers of these liners file information with the Federal Maritime Commission showing their financial responsibility in order to repay passengers in case their vessel did not sail.

- The Senate bill requires that

the ships affected by the law meet up-to-date United States safety standards by 1968.

The initiation of legislation was spurred by the fire and sinking of the Panamanian-flag ship Yarmouth Castle last November with a loss of ninety lives.

The SIU and other maritime unions, in addition to various other U.S. groups, have called for stiffer regulation of foreign-flag cruise ships operating out of U.S. ports and have repeatedly called upon Congress to take action.

SIU WELFARE, VACATION PLANS

July 1-July 31, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	5,024	\$ 52,134.77
Death Benefits	23	62,000.00
Disability Benefits	890	133,500.00
Maternity Benefits	34	6,800.00
Dependent Benefits	396	79,715.17
Optical Benefits	502	7,523.83
Out-Patient Benefits	3,245	25,935.00
Vacation Benefits	1,538	637,877.38
TOTAL WELFARE VACATION BENEFITS PAID THIS PERIOD	11,652	\$1,005,486.15

Republican Right-Wing Scores In GOP Primary Elections

It's a comeback year for Goldwater Republicans in GOP primaries—so much so that it suggests the all-out shellacking right-wingers took in 1964 failed to shake their grip on party organizations in most areas.

Goldwaterites scored a series of impressive GOP primary election victories over moderates. In some cases, they overcame the opposition of the local party where it appears to be controlled by moderates. In many cases, in the November General Election they will face the same liberals who defeated them in 1964.

The comeback conservatives are getting a big boost in money and staff assistance from rightist groups that fringe the party, among them Young Americans for Freedom and Citizens for Goldwater-Miller, whose \$300,000 surplus from 1964 is being pitched into right-wing Republicans' campaigns.

Moderate and liberal GOP contenders, on the other hand, have had to settle for press release endorsements by anti-Goldwater groups like Republicans for Progress and the Council of Republican Organizations, who haven't the financial resources to back up their expressed support.

One major Goldwater victory came in the New York congressional primaries. Former Representative Steven R. Derounian, one of the few New York Republicans to back Goldwater for the 1964 presidential nomination, defeated moderate William J. Casey by a lopsided 22,542 to 15,956 vote.

In the fall, Derounian will face liberal Rep. Lester L. Wolff (D), who edged him by 2,620 votes in the 1964 election.

Other 1966 primary victories for GOP rightists have included:

- Kentucky 4th District—Former Rep. M. Gene Snyder, another strong Goldwater supporter in 1964, defeated James Thompson, choice of the moderate Republican leadership in Louisville, by a vote of 9,332 to 5,534.

- Pennsylvania 19th District—Former Rep. George A. Goodling, another congressman who endorsed Goldwater for the 1964 nomination and then went down to defeat with him, overcame the opposition of Republican leaders in his district to win the 1966 GOP House nomination over five challengers.

- Maine 1st District—Former Rep. Peter A. Garland (1961-62), an outspoken conservative who had been upset by liberal GOP Rep. Stanley R. Tupper in the 1962 Republican primary, staged a comeback this year by defeating six opponents. The strength of the conservatives in the district was demonstrated by the ability of Garland and another rightist in the race to win 49 percent of the vote between them, while the strongest running liberal polled only 21 percent. The way was opened for Garland's comeback by Tupper's retirement from Congress.

- Ohio 24th District—He has never served in Congress, but right-wing Young Republican leader Donald F. Lukens scored a stunning primary victory over the choice of the regular Ohio GOP organization. Intensive campaigning, effective precinct organization and a gift of \$5,000 from Citizens for Goldwater-Miller helped Lukens score his upset in the newly created district.

LABOR ROUND-UP

Employees of the Diana Manufacturing Company in Green Bay, Wisconsin have voted for representation by the United Textile Workers of America in the third National Labor Relations Board election held at the plant since 1962. They voted for the UTWA, by a count of 138-88. A negotiating committee will be elected and contract proposals drafted for an early start on bargaining. AFL-CIO Regional Director Charles Heymanns said. A 1962 election at the same plant was lost, 36-97, and a 1965 election by a margin of 90-108.

The 130 workers at the National Biscuit Company plant in Buena Park, California have won their first union contract—and 9,000 fellow members of the American Bakery and Confectionary Workers at Nabisco plants around the country have resumed making the companies product. Production was halted at the other nine Nabisco bakeries represented by the ABC when pickets from Buena Park appeared and workers refused to cross the line. The shutdown extended to Atlanta, Buffalo, Chicago, Denver, Houston, Pittsburgh, Philadelphia, Fairlawn, New Jersey, and Portland, Oregon.

Workers at the Paris Manufacturing Company put an end to

nearly four years of legalistic frustration by throwing a picket line around the plant in South Paris, Maine and four days later winning an initial contract. Management had previously used every legal avenue to avoid a contract since the Furniture Workers won a National Labor Relations Board election, 100-48, in October 1962.

Two major electrical industry unions, the International Union of Electrical Workers and the International Brotherhood of Electrical Workers, have combined forces and opened a joint office in an organizing drive to sign up employees at the new Motorola and RCA-Victor plants in Midland, on Georgian Bay, about 90 miles north of Toronto, Ontario, Canada.

A Selma, Alabama company which discriminated against workers who openly supported the Retail, Wholesale, Department Store Union has been told to pay \$1,959 to seven employees. Two workers at the W. B. W. Food Service were reinstated with full back pay and five received a retroactive 25-cent an hour wage increase. The increases were given to other workers as a "reward" for stating they would not join the union. The union won a National Labor Relations Board election victory despite this maneuver.

"Free Man"



The Right to Strike

The United States this week narrowly averted a serious threat to one of the most basic American freedoms — the right to strike. Agreement between the International Association of Machinists and five major airlines on a new contract has forestalled temporarily further consideration of anti-strike legislation pending in Congress which would have undermined the entire future of collective bargaining in the U.S.

(As the LOG went to press, the Machinists and the five struck airlines had reached agreement on the terms of the new contract, with the striking Machinists scheduled to vote on the pact on August 19.)

The right to strike is basic to the freedom of the working man. Without it he exists in virtual servitude. Yet Congress this week came perilously close to abridging that right for millions of American citizens, even though it was made clear that the airline

strike posed no threat to the national security, or even affected the public interest.

Congress' avowed purpose for considering anti-strike legislation was to speed settlement of the airline strike. It is not surprising, however, that its action actually served to delay settlement. It soon became obvious that the airlines would not bargain in good faith as long as they hoped that Congress would step in to break the strike for them.

Free collective bargaining between labor and management has always been the democratic way to bring labor disputes to a mutually satisfactory settlement. Congressional interference with the right to strike in the end serves to impede settlement of disputes and does not serve the public interest.

Worse yet, passage of such legislation would seriously curtail the liberty of free men and strike a blow at the very heart of American freedom.

The Supermarket Scandal

A revolution is now taking place in the American supermarket. The revolution is designed to entice, cajole and bedazzle the American consumer, who must now select from an estimated array of 8,000 individually packaged products which now appear on the shelves of the average supermarket in this country.

In general, the labels on these packages make misleading references to the quantity contained inside and very often they contain information which give the consumer the impression that he is getting something for nothing.

Very often, these abuses extend beyond the area of weight and measures and endanger the health of the consumer. Products heralded as containing therapeutic value often find their way into the market place, and in many cases these products are alto-

gether useless or do not carry information on their labels warning prospective buyers of possible dangerous side effects produced by their consumption.

An answer to many of these abuses is contained in the truth-in-packaging bill which has already passed the Senate and in a similar House measure.

However, both of these measures give considerable leeway to the manufacturer and do not provide adequate safeguards to protect the consumer from deceptive shapes and sizes, as well as to ban untruthful illustrations on the packages.

The supermarket should not be a place that is boobytrapped to delude the American consumer. He deserves a fair return for his money and it is only through the passage of a strong truth-in-packaging bill that he will get it.

LABOR DAY

LABOR DAY, the holiday which the nation will celebrate this year on September 5, is part of the trade union history of America.

It is distinctly a working class holiday, observed in tribute to the nation's millions of working men and women. The idea for the labor holiday came from the union movement, which first celebrated the day as its own in 1882. Twelve years later it became a legal national day of observance.

The man who conceived the idea of Labor Day was a New York carpenter named Peter J. McGuire, founder of the United Brotherhood of Carpenters and Joiners of America. On May 8, 1882, McGuire proposed to the delegates of the Central Labor Union of New York City that one day a year be set aside as a general holiday for American workers. He suggested that the holiday be known as Labor Day and that it be set for the first Monday of September.

In an article written some years later, McGuire explained what had inspired him to advance the idea of a Labor Day. "No festival of martial glory or warrior's renown is this; no pageant pomp of warlike conquest, no glory of fratricidal strife attend this day," McGuire wrote. "It is dedicated to Peace, Civilization and the Triumphs of Industry. It is a demonstration of fraternity and the harbinger of a better age—a more chivalrous time, when labor shall be best honored and well rewarded.

"Pagan feasts and Christian observances have come down to us through the long ages. But it was reserved for this century, and for the American people, to give birth to Labor Day. In this they honor the toilers of the earth, and pay homage to those who from rude nature have delved and carved all the comfort and grandeur we behold," McGuire said.

After the first Labor Day celebration in the United States was held in New York City in 1882, many municipal councils followed suit by making the day a local holiday. In 1884, the American Federation of Labor, at its fourth annual convention held in Chicago, adopted a resolution, which said; "Resolved, that the first Monday in September of each year be set apart as a laborers' national holiday, and that we recommend its observance by all wage workers, irrespective of sex, calling or nationality."

LABOR DAY finally became a fixed institution throughout the land when the Congress passed a bill to set aside the first Monday in September as a national labor holiday. The bill was signed into law by President Grover Cleveland on June 28, 1894, twelve years after Peter McGuire first advanced the idea.

Almost fifty years ago, AFL President Samuel Gompers wrote an editorial for The American Federationist in which he discussed the deep significance of Labor Day. Time has not diminished the pointedness of his remarks.

"No day in the calendar is a greater fixture, one which is more truly regarded as a real holiday, or one which is so surely destined to endure for all time, than the first Monday in September of each recurring year, Labor Day," Gompers wrote.

"Labor Day differs in every essential from the other holidays of the year of any country. All other holidays are, in a more or less degree, connected with conflicts and battles, of man's prowess over man, of strife and discord for greed or power, of glories achieved by one nation over another.

LABOR DAY, on the other hand, marks a new epoch in the annals of human history. It is at once a manifestation of reverence for the struggles of the masses against tyranny and injustice from time immemorial; and impetus to battle for the right in our day for the men, women and children of our

time and give hope and encouragement for the attainment of the aspirations for the future of the human family.

"It is devoted to no man, living or dead; to no sect, sex, race or nation. It is founded upon the highest principals of humanity, is as broad in its scope as the Universe," Gompers said.

While Labor Day was established as a national holiday as a tribute to the laboring classes throughout America, the holiday perhaps could be more aptly called "Union Day," as was suggested in an editorial in the Seafarers Log last year. Because it is the trade union movement which is the greatest single force dedicated to the advancement of the interests and welfare of all Americans, and its record of achievement can be measured in terms of the nation's social progress.

From the 1966 Labor Day Statement of George Meany

President, AFL-CIO

... All of us who are Americans know, almost instinctively, what our country stands for. We may disagree on specific issues, but we were raised in a free society, and we have no need for a handbook to define it for us.

The same is true of us who are in the labor movement. We also know, almost instinctively, what the labor movement is, and why. But this is not true, unfortunately, among many Americans who are not trade unionists.

From the early years of the republic it was apparent to wage-earners that there was a need for collective bargaining.

By now, an overwhelming majority of the American people also realize this fact. But it was not until 1935 that the right of workers to organize and bargain collectively was written into federal law.

So eventually, what was necessary and right became, by law, the policy of the United States. There are still some who seek to evade or frustrate that policy, but in general it is accepted.

There is another factor that helps to bring about the peaceful negotiation of good contracts. That factor is the right of workers to strike—to refuse to work under conditions that are not acceptable to them.

It is the right to strike that gives meaning to collective bargaining.

The time lost by strikes, all added together, amounts to far less than two-tenths of one per cent of the total time worked. It is only about half as great as the time lost by on-the-job accidents.

Moreover, every American who is inconvenienced by a strike—even those few non-participants who suffer from one—should remember that annoying as a strike may be, there is no alternative to the right to strike which is consistent with a free society.

Without the right to strike, there would be no strong labor movement in America.

Without a strong labor movement, wages would be lower, consumer purchasing-power would be lower, and another economic collapse like that of the Great Depression would be inevitable.

Without a strong labor movement, much of the social progress of the last generation would not have been made.

It is as simple as that.

Trade unionists do not function solely to raise the wages and improve the working conditions of their members.

We fight for a better minimum wage law, not because union members stand to gain by it (hardly any union member is paid only the minimum wage), but because it is a basic weapon in the war on poverty—a war we have been fighting for generations.

We fight for civil rights, not just for ourselves but for everyone. We fight for ever-wider educational opportunities, freely available to all Americans, not just to our children.

There is no aspect of American society that is not also a matter of concern to the AFL-CIO.

We believe that the life of every American, and the hopes of every child, are brighter as a result.

Interested viewers across the nation will have an opportunity to see the AFL-CIO's documentary film, "When the Day's Work is Done," during the coming Labor Day holiday weekend.

The film is a salute to American trade union workers and shows how they are spending their ever-increasing leisure time. It highlights the activities of union members who utilize their after-work hours for the betterment of their communities.

Union members will be seen taking part in a variety of activities, such as community cultural projects, health facilities, disaster aid and programs for the very young and very old.

The half-hour film features scenes of union activities in New York, California, New Jersey, West Virginia and Washington, D. C., as well as community projects in Florida, Louisiana, Michigan, Pennsylvania and Connecticut.

Included in the film, which will be shown on more than 100 TV stations, are scenes of union members of the SIU New Bedford Fishermen's Union participating in the urban renewal project to clear away the slums in that Massachusetts city.

Time and Station Schedule For Showing of AFL-CIO Film

The following is the latest available listing of the television stations throughout the nation which are scheduled to show the AFL-CIO film "When the Day's Work is Done." Seafarers are advised to check the TV sections of their local newspapers for additions to this list prior to Labor Day.

State	City	Station	Date	Time
Ala.	Birmingham	WBRC (6)	Sept. 4	Sun., 10:30 A.M.
		WHIQ (10)	Aug. 30	Tues., 5:30 P.M.
	Dair	WDIG (9)	Aug. 30	Tues., 5:30 P.M.
	Huntsville	WHIQ (7)	Aug. 30	Tues., 5:30 P.M.
	Mobile	WKRQ (15)	See local listings	
		WEIQ (7)	Aug. 30	Tues., 5:30 P.M.
Mt. Cheaha State Park		WCIC (7)	Aug. 30	Tues., 5:30 P.M.
		WFPA (13)	Sept. 4	Sun., 1:00 P.M.
	Montgomery	WAIG (20)	Aug. 30	Tues., 5:30 P.M.
Ariz.	Yuma	KTYA (11)	Sept. 3	Sat., 5:00 P.M.
Calif.	Bakersfield	KBAR (29)	Sept. 3	Sat., 5:00 P.M.
	Los Angeles	KABC (7)	Sept. 4	Sun., 12:00 P.M.
		KGST (28)	Sept. 5	Mon., 7:30 P.M.
		KVIE (8)	Sept. 5	Mon., 7:30 P.M.
	Sacramento	KOGO (10)	Sept. 4	Sun., 8:00 P.M.
	San Diego	KQED (9)	Sept. 3 & 4	Sat., 7:30 P.M.
San Francisco			Sept. 5	Mon., 7:00 P.M.
			Sept. 5	Mon., 7:00 P.M.
Colo.	Denver	KRMA (6)	Sept. 5	Mon., 6:50 P.M.
		KLZ (7)	Sept. 4	Sun., 3:30 P.M.
Conn.	Hartford	WEDH (24)	Sept. 5	Mon., 7:30 P.M.
		WTIC (3)	Sept. 4	Sun., 9:30 A.M.
Del.	Wilmington	WHYY (12)	Sept. 6	Mon., 5:00 P.M.
D. C.	Washington	WETA (26)	Aug. 21	Sun., 10:00 P.M.
		WTOP (9)	Sept. 4	Sun., 4:30 P.M.
Fla.	Jacksonville	WJCT (7)	Aug. 29	Mon., 8:00 P.M.
	Miami	WXP (4)	Sept. 4	Sun., 4:00 P.M.
		WTHS (2)	Sept. 6	Tues., 8:00 P.M.
		WTVJ (4)	Sept. 3	Sat., 1:00 P.M.
	Tallahassee	WFSU (11)	Sept. 2	Fri., 6:30 P.M.
	Tampa	WTDU (3)	Sept. 5	Mon., 7:30 P.M.
Ga.	Atlanta	WSB (3)	Sept. 4	Sun., 12:00 P.M.
	Athens	WGTV (8)	Sept. 5	Mon., 6:50 P.M.
	Columbus	WJSP (28)	Sept. 5	Mon., 6:30 P.M.
		WTLB (3)	Sept. 4	Sun., 5:00 P.M.
	Savannah	WVAN (9)	Sept. 5	Mon., 6:50 P.M.
	Waycross	WTOG (11)	Sept. 5	Mon., 9:00 A.M.
Idaho	Lewiston	KLEW (3)	Sept. 6	Tues., 11:15 P.M.
	Chicago	WGN (9)	Sept. 5	Mon., See local listing for time.
Ill.		WTTW (11)	Sept. 5	Mon., 6:30 P.M.
	Evanston	WFIE (14)	Sept. 3	Sat., 4:00 P.M.
	Fort Wayne	WKJG (33)	Sept. 3	Sat., 4:00 P.M.
Ind.	Indianapolis	WISH (6)	See local listings	
		WISH (6)	Sept. 5	Sun., 4:00 P.M.
		WISH (6)	Sept. 5	Sun., 4:00 P.M.
Iowa	Des Moines	WHIO (18)	Sept. 3	Sat., 4:30 P.M.
	Topeka	WIBW (13)	Sept. 5	Mon., 7:00 A.M.
Kan.	Lexington	WKYT (27)	See local listings	
	Leavenworth	WHAS (11)	Sept. 5	Mon., See local listing for time.
La.	New Orleans	WDSU (6)	Sept. 1	Sun., 11:30 A.M.
		WYES (8)	Sept. 7	Wed., 5:00 P.M.
Md.	Baltimore	WBAL (11)	Sept. 3	Sat., 1:30 P.M.
	Boston	WNAC (7)	See local listings	
Mass.	Northfield	WLLP (32)	Sept. 5	Mon., 5:30 P.M.
	Springfield	WWLP (22)	Sept. 5	Mon., 5:30 P.M.
		WWLP (22)	Sept. 5	Mon., 5:30 P.M.
Mich.	Detroit	WWJ (4)	Sept. 4	Sun., 1:30 P.M.
	Alexandria	KOMT (7)	Sept. 3	Sat., 12:30 P.M.
Minn.	Appleton	KWCM (10)	Sept. 5	Mon., 8:30 P.M.
	Duluth	KDAL (3)	Sept. 5	Mon., 12:00 P.M.
	St. Paul	KTCA (2)	Sept. 5	Mon., 8:30 P.M.
		KTCT (17)	Sept. 5	Mon., 7:30 P.M.
	Walker	KNMT (12)	See local listings	
			Sept. 5	Mon., 7:30 P.M.
Mo.	Kansas City	WDAP (4)	See local listings	
	St. Louis	KSD (5)	Sept. 4	Sun., 2:00 P.M.
Neb.	Lincoln	KUON (12)	Sept. 5	Tues., 8:30 P.M.
			Sept. 8	Thurs., 8:30 P.M.
			Sept. 8	Thurs., 8:30 P.M.
N. Mex.	Albuquerque	KOAT (7)	Sept. 4	Sun., 2:30 P.M.
	Binghamton	WNHF (12)	See local listings	
N. Y.	New York City	WOR (9)	Sept. 5	Mon., 9:30 P.M.
		WNET (13)	See local listings	
	Schenectady	WGRB (5)	Sept. 3	Sat., 12:00 P.M.
	Syracuse	WIEB (1)	Sept. 4	Sun., 12:00 P.M.
	Utica-Rome	WRTV (2)	Sept. 4	Sun., 3:30 P.M.
N. Car.	Chapel Hill	WUNC (1)	See local listings	
	Charlotte	WSOC (9)	Sept. 5	Tues., 8:00 P.M.
	Columbia	WUNB (2)	See local listings	
Ohio	Akron	WAKR (49)	Sept. 4	Sun., 6:30 P.M.
	Cincinnati	WLW (6)	Sept. 4	Sun., 10:00 A.M.
		WCET (7)	Sept. 8	Thurs., 7:30 P.M.
	Cleveland	WEWS (5)	Sept. 4	Sun., 4:30 P.M.
		WUAB (29)	Sept. 4	Sun., 10:45 P.M.
		WUAB (29)	Sept. 5	Mon., 7:30 P.M.
Columbus		WTVN (6)	Sept. 4	Sun., See local listing for time.
	Dayton	WHIO (7)	Sept. 4	Sun., 1:30 P.M.
	Youngstown	WKBN (27)	Sept. 4	Sun., 4:30 P.M.
Okla.	Oklahoma City	KETA (18)	Sept. 5	Mon., 9:00 P.M.
	Tulsa	KOED (11)	Sept. 5	Mon., 9:00 P.M.
Oregon	Corvallis	KOAC (7)	See local listings	
	Portland	KGW (8)	Sept. 5	Mon., 3:30 P.M.
Pa.	Lancaster	WGAL (8)	Sept. 4	Sun., 12:30 P.M.
	Philadelphia	WPIL (6)	Sept. 5	Mon., 1:00 P.M.
	Pittsburgh	WTAE (4)	Sept. 4	Sun., 9:00 A.M.
R. I.	Providence	WJAR (10)	Sept. 4	Sun., 11:00 A.M.
	Greenville	WPBC (4)	Sept. 4	Sun., 2:00 P.M.
Tenn.	Memphis	WKNO (10)	Sept. 5	Tues., 2:00 P.M.
	Nashville	WSM (4)	Sept. 10	Sat., 11:59 A.M.
Tex.	Dallas	KERA (12)	Sept. 5	Mon., 9:00 P.M.
		WFDA (7)	See local listings	
	Houston	KPRC (2)	See local listings	
Utah	San Antonio	KUHT (8)	Sept. 2	Fri., 0:30 P.M.
	Salt Lake City	WOAI (4)	Sept. 4	Sun., 11:30 A.M.
		KUTV (2)	Sept. 5	Mon., 9:00 P.M.
Va.	Harrisonburg	WEVA (3)	Sept. 4	Sun., 4:00 P.M.
	Petersburg	WXEX (8)	See local listings	
Wash.	Yakima	KYVE (47)	Sept. 5	Mon., 5:30 P.M.
	Seattle	KCTS (9)	Sept. 5	Mon., 5:30 P.M.
W. Va.	Huntington	WHIN (13)	Sept. 4	Sun., 2:30 P.M.
	Madison	WKOW (27)	Sept. 4	Sun., 1:00 P.M.
Wis.	Milwaukee	WMVS (10)	Sept. 6	Tues., 5:30 P.M.
			Sept. 6	Tues., 5:30 P.M.



A mass concentration of the United States organized labor observed the parade on Labor Day with the traditional parade. Above is a view of the SIU marching band as it marched up Fifth Avenue in one of New York's most celebrated. The SIU band proclaimed "Union Strongmen America!"

A Voyage to the Far East

The SIU-manned Free America began a long and eventful trip when the crew signed Articles on March 7 in Mobile. After picking up cargo at Gulfport, Galveston and New Orleans and bunkers at Wilmington, she sailed for Subic Bay. From there she went to Manila and then to San Fernando for military cargo.

Coming out of San Fernando the ship ran across a coral reef and proceeded to Manila for survey by a diver. A wet patch was placed on the damaged bottom so the ship could complete delivery of military cargoes to Cam Ranh Bay and Qui Nhon, South Vietnam. After a 40 day voyage, the Free America then put into Kobe for repairs and spent seven days there before being sent to Hiroshima for a whole new bottom.

Report on the voyage and photos on this page were submitted to the LOG by Seafarer Glen Vinson, who sailed aboard the Free America as AB.



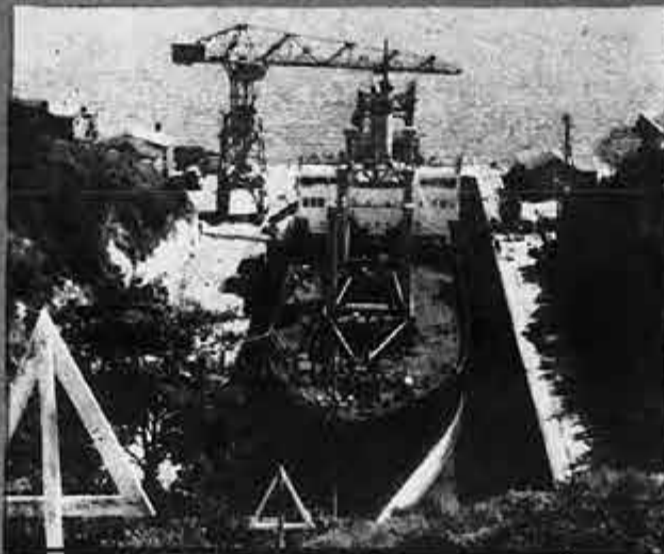
Even while ship was in a Kobe, Japan drydock there were enough chores to keep deck maint. Orié Wilson hopping.



Seafarer Bill Robinson, bosun aboard the SIU-manned Free America, directed deck jobs during the long voyage.



Another member of the Free America's deck gang during the eventful trip was Seafarer Frank Hamby, sailing as AB.



Free America spent seven days in Kobe shipyard for repairs after running across coral reef, then spent almost a month at Hiroshima getting a new bottom.



Most crewmen went sightseeing while in Kobe. Photo above shows Motomachi-Dori shopping street which is roofed over with plexiglass and closed to traffic.



Safety-helmeted Japanese shipyard workers depend on bicycles as prime means of transportation. Free America, repairs underway, stands in background.

12 More SIU Men Licensed As Engineers; Total Now at 68



Seafarer Walter Skulski (center), 100th graduate of joint SIU-MEBA District 2 Engineer Upgrading School, receives congratulations from SIU President Paul Hall (left) and Upgrading School Director Ronald R. Spencer, after passing Coast Guard test with flying colors and receiving Third Assistant Engineer's license. Thus far sixty-eight SIU men have obtained their licenses and 34 MEBA District 2 men have upgraded their licenses under the union training program.

Continued from page 3
SIU in New Orleans in 1945 and has sailed as FOWT and oiler.



Winters



Berthold

Kenneth Winters, 39, who joined the SIU in 1958 in New York, and sailed as oiler and FOWT.

George Berthold, 56, who sailed as oiler and FOWT and joined the SIU in New Orleans in 1955.



Burnett



Thibodeaux

The SIU-MEBA District 2 training program is the first of its kind in maritime history. It allows engine department seafarers to obtain instruction in preparation for their Third Engineers License, their Temporary Third Engineer's License, or their original Second Assistant Engineer's License in either steam or motor vessel classifications.



Williamson



Borge

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payment of \$110 per week while in training.

Engine department Seafarers are eligible to apply for any of the

upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing in the engine department, plus six months experience as a wiper or equivalent.

The joint Union training program was instituted to enable Seafarers to obtain their licenses and to help meet the shortage of marine engineers arising from the Viet Nam crisis.

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

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

SIUNA Affiliate Beats Representation Challenge by ILWU

SEATTLE—The SIUNA-affiliated United Industrial Workers Union, Pacific District, has retained bargaining rights at three fish cannerys in Southwestern Alaska as a result of a recent NLRB decision dismissing a challenge by the International Longshoremen's and Warehousemen's Union.

The National Labor Relations Board decision rejected ILWU petitions to represent separate units of resident cannery workers at the Ward Packing Co., Nefco-Fidalgo Packing Co. and the Nakat Packing Corporation.

The NLRB report favored the multi-employer system initiated by the SIUNA affiliate. These contracts were signed individually by the employers.

Single employer units, the NLRB ruled, were not appropriate and threw out the ILWU petitions asking to represent the workers.

The issue involves some 200 employees at the Alaska cannerys.

FINAL DEPARTURES

Cleon Mixon, 50: Seafarer Mixon died Feb. 3, at the USPHS Hospital in New Orleans from a heart ailment. He was born in Derby, Miss., and resided in New Orleans where he joined the SIU. Seafarer Mixon was an oiler and FWT in the Engine department. His last ship was the Pan O'Faith. Surviving is his wife Josephine. Brother Mixon was buried in New Orleans.



Robert Lowe, 35: Seafarer Lowe died after an accident near Vinton, La., May 19. He was born in Houston and lived in Metairie, La. Lowe joined the SIU in the port of Houston and sailed as a messman in the steward department. Surviving is his step-father, Martin F. Haven of Metairie. Burial was in Hope Cemetery, New Orleans.



Gary Cain, 33: A heart attack claimed the life of Seafarer Cain, while sailing on the Alcoa Trader, on August 25, 1965. Born in Alabama, he joined the SIU in the port of Mobile, where he made his home with his wife Sarah. Cain was a member of the Deck department. He spent two years in the Army from 1952 to 1954, and served in Korea where he was wounded in action. Burial was in Mobile.



Ray Johnson, 54: A heart attack claimed the life of Brother Johnson on July 16, at Paul Oliver Memorial Hospital, Frankfort, Mich. He joined the SIU in the port of Frankfort where he lived with his wife Hattie. Johnson was born in Racine, Wisc. An AB in the Deck department, Johnson was employed by the Ann Arbor Railroad and sailed for over 30 years. Burial was in Benzie, Mich.



Gerardo Cordero, 50: Brother Cordero died at sea while sailing aboard the Sapphire Etta on June 28. Born in Puerto Rico, he was a resident of New York City. Cordero sailed as a messman in the Steward department. He joined the union in New York. He is survived by a sister, Milagros of New York City. Burial was in the Bronx.



Howard Lahym, 60: Heart disease claimed the life of Seafarer Lahym on March 21 in Baltimore. He was born in Traverse City, Mich., and resided in Baltimore with his wife Edna. Brother Lahym joined the union in Baltimore and sailed SIU ships in the deck department as an AB. His last vessel was the Alcoa Voyager. Burial was in the Lake View Cemetery, Carroll County, Me.



Albert Nelson, 65: Seafarer Nelson died in New York City after an illness on May 21. He was born in New York and was a lifetime resident. He joined the union in New Orleans. Brother Nelson was a member of the Deck department and sailed as an AB. His last vessel was the Fairland. Nelson is survived by his daughter, Selma. Burial was in Pinelawn, Long Island.



Edward Korpisz, 46: A massive edema claimed the life of Seafarer Korpisz, July 18, at the USPHS Hospital, Baltimore, Md. He was an AB on tugboats and joined the SIU Inland Boatmen's Union in Baltimore, where he made his home. Born in Baltimore, he was employed by the Baker Whiteley Towing Company. Burial was in Holy Rosary Cemetery, Dundalk, Md.



Seafarer Finds Okinawa Showcase For American Democracy In Asia

Okinawa is an important U. S. military base and a showcase of American democracy. Seafarer James Conley, who sails in the Deck department, visited the island recently and wrote his impressions of the country. He tells of the great strides made by the people of the island and how the United States, in spite of a few mistakes, helped the people make their homeland prosperous and a source of inspiration to free Asia. Seafarer Conley reported on his impressions of Viet Nam in the Feb. 4, and April 15, 1966 issues of the Seafarers Log.

Four hundred miles from the nearest point on the Chinese mainland, Okinawa lies at the center of the 900-mile circle rimmed by the major cities of the Orient, Tokyo, Hong Kong, Seoul, Shanghai, Taipei and Manila. Okinawa is of major importance to the United States in keeping the peace and preventing war from touching America. Our bases there could hit China quickly if war came.

Our forces are always available in Okinawa. In countries like Spain, France, Morocco and Japan, we must ask for permission from local governments before we can retaliate. Not so in Okinawa, no ruler's indecision can hamper the U. S. abilities to strike at an enemy.



Conley

America has constructed more than one billion dollars worth of the most modern defense facilities on the island, the largest of the Ryukyu island chain. It is administered by a U. S. High Commissioner, but the 837,000 Ryukyuan citizens are fully enfranchised and elect their own legislature and mayors. The people have a police force and work at a number of trades.

Okinawa has a labor force of 316,000, with less than one per cent unemployed. Farming and fishing comprise the majority of this force, with industry close behind. Some 140,000 people are employed at the United States military bases.

Naha, the bustling capital city, is comprised of modern office buildings, multi-floor department stores and factories. The 210,000 citizens of Naha have many of the conveniences of the United States. Beauty salons, supermarkets, camera stores and movie theatres are frequent. Some 20,000 cars, most imported from the U. S. line the streets, equipped with modern traffic lights.

Taxis weave in and out of traffic jams. White helmeted traffic policemen are visible. A bus system which sold 70 million tickets last year is in operation as is a modern \$250,000 airport, served by four scheduled airlines. The island has 328 schools teaching some 211,000 children. The University of Ryukyus, established with American help in 1950, has about 2,000 students.

Okinawans are cheerful and friendly people who dress in Western style. Children wear blue jeans, ride bicycles and play with hula hoops. The village life revolves around the community well,

the post office and two or three stores.

The stores sell such items as tools, rope, wire, sacks of rice, bread, soya, dried beans, fish and meat. American and Japanese items are now included, such as cigarettes, candy, beer and drugs.

All is not a bed of roses for the U. S., however, America has caused some resentment and made mistakes. The most serious was the handling of the landowners. To an Oriental, the piece of land that belonged to his ancestors is the most important thing in his life. In the early years after the war, we seized land arbitrarily and paid for it at far less than its value.

To make matters worse, the money was paid in one installment and when this was gone, the farmer was left penniless and had no land to live on. Today, however the picture has changed. In 1958 the United States and local gov-

ernment got together and a whole new system of payments was worked out.

Payments are now five times greater, and made in annual payments. In addition, they are retroactive. The farmer remains the legal owner of the land. Recently, Congressman Melvin Price introduced a bill in Congress which would authorize the Treasury to set aside a sum not to exceed six million dollars a year, out of federal funds received from Americans employed on the island. The money would be allotted to the government of the Ryukyus for urgently needed public works. These include dams, roads, schools, electric plants, factories, hospitals and loans to industry.

Okinawa, a showcase for American resolution and integrity, is being watched intently by the entire free Orient. It is up to America to keep the showcase window clean.

SIU ARRIVALS

Tommy Wayne Wilkinson, born June 10, 1966, to the Aubrey Wilkinsons, Mobile, Ala.

Mary Ann Stiner, born November 14, 1965, to the Donald Stiners, Tampa, Fla.

Douglas James Spencer, born July 7, 1966, to the Jim Lee Spencers, Ashboro, N. C.

Kimberley Bron Noah, born May 30, 1966, to the John W. Noahs, Baltimore, Md.

Paul Bradley, Jr., born June 7, 1966, to the Paul Bradleys, Philadelphia, Pa.

Donald Bunting, Jr., born June 29, 1966, to the Donald Buntings, Woodbury, N. J.

James Joseph Clifford, born June 19, 1966, to the Robert Cliffords, Detroit, Mich.

Katherine Duracher, born July 9, 1966, to the Louis B. Durachers, New Orleans, La.

Sandra Felix, born July 15, 1966, to the Hector Felixs, Miami, Fla.

Joel Lee Grogan, born July 15, 1966, to the Charles Grogans, Norfolk, Va.

Albert Long, born April 24, 1966, to the Albert Longs, New Orleans, La.

Franky M. Maldonado, born July 20, 1966, to the Francisco R. Maldonados, Brooklyn, N.Y.

Marilyn Priscilla McKnight, born to the Levoris McKnights, Baltimore, Md.

Philip Mixon, born November 19, 1965, to the Ivo Mixons, New Orleans, La.



Licensed Engineer Praises SIU Crew

To The Editor:

As a former member of the SIU, now sailing on a license, I'd like to express the pleasure it gave me to once again sail with an SIU crew.

As we all know, the quality and preparation of food is the primary key to having a "good" ship and certainly the efforts of the chief cook, Ted Aldrich more than met that obligation. The efforts of the entire Steward Department, for that matter, were greatly appreciated. They really tried and succeeded in making this a happy ship.

Other "oldtimers" aboard are, to name a few: Tom Cassidy, Charles Weysock, H. Warren, B. Slerao, "Dutch" DeGraaf, C. O. Smith. Indeed the entire crew made me feel proud to have been a member of your organization. They really upheld the best tradition of the sea and good unionism.

L. L. Freeman
Bienville

Family Gives Thanks To Wilmington SIU

To the Editor:

My wife and I would like to pass on our heartfelt thanks to the Wilmington SIU for their sympathy, help and understanding during the short time our baby lived.

Without the assistance they gave in holding down standby and relief jobs, my wife would have had to carry the burden by herself while I shipped.

John, Ruth and Robin Whisman
Long Beach, Calif.

LETTERS To The Editor

Seafarer Raps U.S. Ship Crisis Policy

To the Editor:

It looks like the merchant fleet is again playing the same game of crisis that was played during the Korean war and World War II. At the last minute, the Government has discovered that there is a national defense requirement for American shipping potential.

They give no thought to this problem until it is pressing. Then, they resort to calling up ships from the reserve fleets. We are fast running low on available bottoms even in the reserve fleet. When will Congress learn that a continuing and improved merchant fleet is an American necessity instead of scrambling at the last moment?

The surest way for America to be secure on the shipping lanes during crisis is to have a strong American-flag fleet during those periods when crisis is not upon us. Merchant marine strength is a must for a strong America.

Ralph Nevins

Soldier-Seafarer Stationed in Korea

To the Editor:

Before entering the Army, I sailed as an AB, and made my last trip on the Del-Mar. I am now stationed in Korea, a country I had visited before as a seaman.

I have been in the Army over a year now and have most of my time in Korea finished. I have a little over five months to go. I would like to receive the Log at the address enclosed in my letter. I would also like to say, my wife, Mrs. Patricia Ann Morris, gave birth to a daughter, June 17. We have named her Donna Lynn.

I would like to say hello to my father who is on the Del Soto, and a buddy of mine, who is on the Robin Goodfellow, Weyman J. Clark.

Until the time I get back to the Union Hall to register, smooth sailing to all Seafarers.

Jerry Morris

Blames U. S. Policy For Maritime Decline

To the Editor:

I would like to thank you for regularly sending the LOG aboard our ship and tell you how much I enjoy reading the maritime news.

I would also like to air my views about the Navy ships being built in England. Why are those ships being built there with our tax money when my own brother had to get out of shipyard work because there are not enough American ships to build?

He is considered a good welder but he has to eat and support a family, the same as most of us. He had to leave the shipyards and find work in construction. Where are we going to find the workers to build ships if they aren't working in shipyards now?

As seamen we all know the trouble we're in in Viet Nam because of the few ready ships we have. The old ships out of mothballs will soon be unseaworthy. Where will the new ships be built? We should be building those Navy ships right in the United States. And lots more freighters and tankers too.

Roscoe "Turkey" Jackson

Enjoys Poetry Printed in LOG

To the Editor:

I am not the type to write letters to the editor very often, but I was so moved by John Liebman's poems "Things" in the May 13 issue of the LOG that I had to write and express my appreciation.

People who write poetry often say things you cannot say yourself and I always look into the LOG for the occasional verse that is found there. It is often surprisingly good, even for amateurs. Aboard ship I read a lot and one of my favorite pieces of printed matter is the LOG. Not only is it our paper but informative as well as entertaining.

Sincerely yours,
O. Faraday

Requests LOG For Nephew In Vietnam

To the Editor:

I was a Seafarer in 1955 and 1956 but I had to quit on account of ill health but I have been receiving the Seafarers Log since I left the union.

I have enjoyed reading the LOG and I would like to know, if my nephew, who is in the Army and serving in Viet Nam, could have the LOG sent to him. I believe both he and his buddies would enjoy reading it.

Walter Ryan

From the Ships at Sea

Coolheadedness in time of fire marked the performance of crew members aboard the **Canton Victory** (Columbia). The fire broke out in the cabin, causing smoke damage. **H. W. Abel** deck delegate, said that the captain was greatly impressed with their actions in bringing the blaze under control. Damage was repaired in San Francisco, except for some painting that will be taken care of shortly. Abel reported that a number of Seafarers on board were making their first trip around the world. Saigon was not very popular with the crewmembers. **William Osborne** was elected new ship's delegate, meeting secretary **Paul Carter** reports. Brothers donated \$82 from ships' fund for a collection for **Bill Mason**, whose mother passed away. Mason left the ship in Long Beach. An additional \$5.75 was spent for other expenses, meeting chairman **A. Bettis** reported. Larger draws will be handed out in future. Seafarers extended vote of thanks to Steward Department for the excellent cooking, service and good menus.



Abel

The Chief Steward aboard the **Del Valle** (Delta) praised the Seafarers for showing true SIU brotherhood and cooperation during the voyage. **Ray Casanova**, meeting secretary, reported the Steward told the men it was a pleasure to serve them. Seafarers were reminded by Capt. J. W. Gunn to wear proper shoes while working. Ship's delegate **A. L. Edwards** and the department delegates were given a vote of thanks by their fellow shipmates,



Casanova

according to **Ramon Ferrera**, meeting chairman.

— ⚓ —

N. A. Huff, meeting chairman on the **Del Sol** (Delta), reminds crew members not to leave clothes in the washing machine since others have to use it also. Seafarers are asked not to keep the doors of the machine open since they could break off. The ship's fund totals \$38.50 treasurer **R. E. Stough, Jr.** reports. A good steward department kept the men happy as will the payoff they receive in New Orleans.



Stough

— ⚓ —

Steve Bergeria entertained some 100 Vietnamese children with his TV set while the **Steel Apprentice** (Isthmian) was in Saigon, recently. A good time was had by all. Meeting chairman **L. E. Joseph** says that the crew has been requested to keep their feet off the messroom chairs. There is \$20 in the ship's fund.



Joseph

— ⚓ —

The crew of the **Duke Victory** (Victory) was complimented by Master J. J. Cannon, for their cooperation in making the ship tops in sanitary conditions. **John Coyle**, meeting secretary, reports that **Louis Meyers** was elected ship's delegate



Faircloth

and **Grady Faircloth**, treasurer. Faircloth's first order of business was the announcement that \$50.05 was in the ships fund. Meyers will handle all beefs and Seafarers were asked not to run topside. Seafarers aboard the vessel would appreciate it if one or two offenders would stop slamming doors.

— ⚓ —

Leo Broussard has been elected ship's delegate on the **Penn Carrier** (Penn), **C. R. Myrick**, meeting chairman reports. The ship's treasury is still afloat but down to \$5. The steward department was extended a vote of thanks for their fine work as the ship heads for Bombay. Meeting secretary **Judson Lane** reports that there are no beefs and everything is running smoothly.



Myrick

— ⚓ —

Lots of overtime for the crew of the **Thetis** (Admanthos) reports Meeting Secretary, **Grover Turner**. Request was put in for more overtime sheets. **William Davey**, ship's delegate received a vote of thanks for a good job. **Hollis Huff** was praised by fellow Seafarers for his fine cooking. **J. Pendergrass**, the third cook, also came in for praise as did **Dick Gelling** for his fine assortment of fancy pastry. A blanket draw of \$15 or \$20 will be issued to crewmembers in bunker port. Davey reports that money spent on postage will be put on the slop chest bill.



Davey

PERSONALS

Gorgonio Hernandez

Please contact Mrs. Theresa Cardoza, 2413 1/2 Harrison St., San Francisco, Calif., as soon as possible.

— ⚓ —
Matthew Nevin

Please contact your mother or Headquarters in New York as soon as possible. They are holding a letter from her.

— ⚓ —
Paul Zimmer

Please contact Mr. John H. Fix at R. D. 1, Reading, Pennsylvania about an important matter.

— ⚓ —
Henry C. Willingham

Please contact New York Headquarters, as they are holding a check for you from Isthmian Lines.

— ⚓ —
Richard L. Conlin

New York headquarters is holding your ring left on the **Raphael Semmes**.

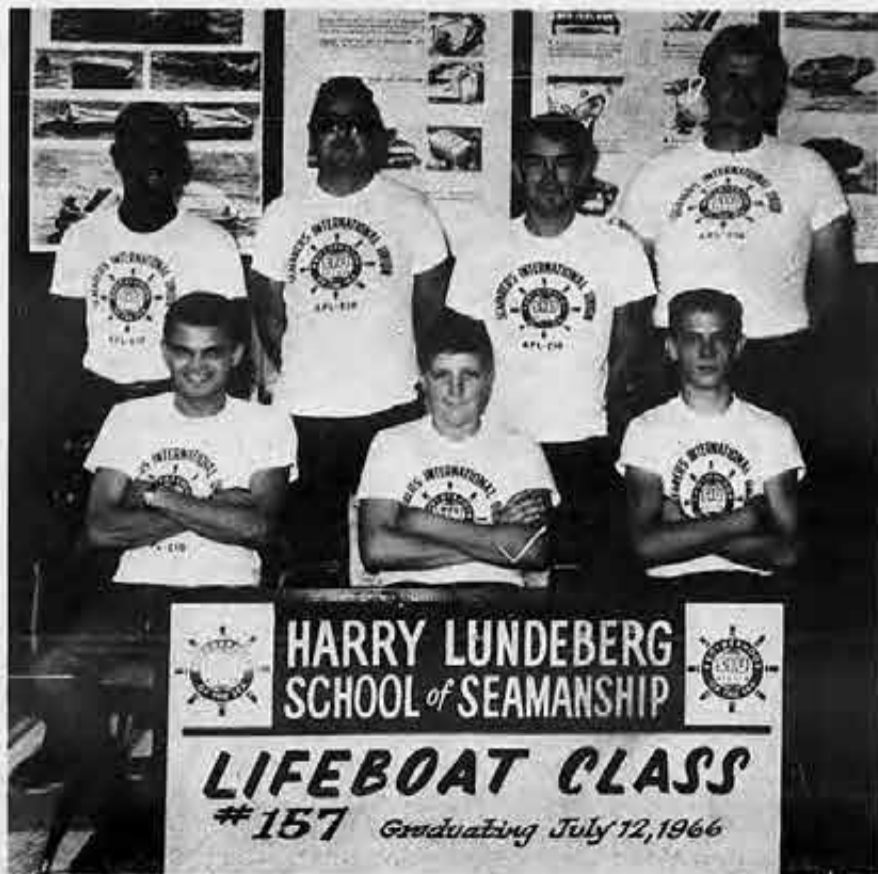
— ⚓ —
Frank C. Kumiega

Please contact your sister, Mary, at 287 Coal St., Wilkes-Barre, Pa., as soon as you can.

— ⚓ —
Hendley J. Beaver

Contact headquarters as soon as you can, as a letter is being held for you.

SIU Lifeboat Class No. 157 Graduates



Latest group of SIU lifeboat ticket holders are shown shortly after their graduation from Lifeboat Class No. 157. The men completed the course at the Harry Lundeberg School of Seamanship in New York. Seated, left to right, are: Jorge Martinez, Gary Farmer, and Charles Davis. Standing are: Price Benton, John Wright, Louis Hachey and the lifeboat class instructor, Arni Bjornsson.



Three of the SS Steel Director's crew of Seafarers relax after the voyage and enjoy a copy of the LOG and some coke. Left to right, Ronnie Thomas, deck dept., Francis Bigner, deck, and Bill Vincent, engine. The boys hope for more good sailing in future.



Texas Jim Flanagan and Bob Garriss, chew the fat after a good voyage. Both Seafarers sail in Deck dept.



Rafael Padilla, Chief cook who lives in Louisiana, prepares the crew's chow.



Francis Bigner and Jim Flanagan enjoy lunch that included lamb chops and hamburgers while waiting for the payoff in Erie Basin. There's nothing like a square meal while waiting for your dough.

Indian Merchants Spin Tall Tales To Entice Seafarers To Buy Wares

Indian merchants and shopkeepers are used to fierce competition in selling their wares. Seafarers know that a vessel arriving in an Indian port will soon be deluged by local merchants—each one with his own gimmick to drum up buyer interest in his particular merchandise.

Every day the SIU-manned Transbay was in the port of Bombay recently, Seafarer William Calefato reports, somebody was aboard trying to sell the crewmembers something. Often the Indian salesmen served up really tall tales to boost buyer interest. Adherents of "hard sell" and "soft sell" competed side by side for the available business, and anyone trying to keep score would be hard-pressed to decide which technique proved the most successful.



Calefato

Some merchants, like Sam the popular and influential jewelry and curio dealer, were brash and outgoing. Others were polite and fairly unobtrusive like Amir, Calefato said.

On Sam's business card were listed careful directions so prospective customers would have no trouble finding his establishment, located on the fourth floor of a building opposite the Shanghai Cafe, behind the petrol pump.

Sam had a good gimmick for attracting attention, Calefato reports. He called himself, "Sam the Worst," and of course had a ready answer for the inevitable question, "Why." "Everybody say's they are the best, so I might as well be the worst," he explains.

Sam is an expert on the methods of Indian merchants. He knows it's best to establish a regular route among ships. Sam also works hand in hand with men who make their living as self-appointed guides for seamen, taking them to different shopkeepers.

The guide would take a man to a shop, either reputable or dishonest. The dealer who owns the shop must charge more for an article so he can pay the guide his commission for having led the customer to his shop.

One Seafarer, Calefato calls Pierre, was interested in this man, not as a prospective customer, but as an observer in the techniques Sam used to get customers. Sam, who has years of experience sizing up customers, was aware that

Pierre was not interested in buying jewelry.

But Sam was not one to give up easily, so he gave Pierre a sales pitch. Pierre tried to discourage him by telling the merchant he looked like Mario Lanza, the late singer. "That's the nicest thing anyone has ever told me," Sam said, elated over the compliment. Pierre may have thought this would get rid of Sam, but he overlooked Amir.

Amir approached the Seafarer and took an illustrated catalogue from a briefcase. He showed Pierre the picture of a flask. "This is the same type flask Omar Khayyam used," Amir stated. "How do you know," Pierre said naturally enough. He was aware that Indian merchants always told exaggerated stories to lure customers.

Amir explained he had seen pictures in books of Omar Khayyam that included flasks just like that one. Out of curiosity, Pierre went to Amir's place of business, located in the corner of a lobby in an old office building. The neighborhood was a slum area.

The shop had numerous cheap antiques, teakwood table and an old bookcase, with ceramic animal

figures. Pierre listened while the old man showed his wares. He even played a tune on some drums for Pierre, who finally reminded him of the book of Omar Khayyam. "Oh that. I have it in the book store near the post office."

Pierre realized the old man tricked him into coming to his shop, luring him with tales of the great poet. Amir tried to assure Pierre that the flask was pictured in the book and could have belonged to Khayyam. Pierre decided to investigate further and went with the merchant to the library. There indeed was a picture of the flask the Indian showed him.

Just think, Pierre said, how I could make copies of this flask, sell it to stores in town and they in turn would sell it to customers as an authentic flask of Omar Khayyam's time.

Unfortunately, the style in pottery has changed little through the centuries in India. Examine any old painting and you'll see familiar details. Everywhere in Bombay, like the rest of India, thousands of pieces of pottery looking like the ones used centuries ago can be found.

Seafarer Church Is in the Army Now But Looks Ahead to Shipping Again

Seafarer John Church is land-based for awhile, with Uncle Sam's Army, but he is still interested in keeping in touch with his buddies from the SIU. The former SIU man is currently stationed at Fort Jackson, S. C.

Church, who sailed as oiler, plans to return to shipping when his our of duty is finished. "My favorite run was on Delta line ships to South America," he said. Another favorite trip was the wheat run to India on one of the Steel ships he caught out of his home port, New Orleans.

The Seafarer is taking a radio operator's course and expects to be sent to Viet Nam or Germany, within a month or

two. Church asked to have the LOG sent to him since it is "the only means that I have to keep informed on the Union news and also all the fellow Union brothers."

"It may sound funny for a guy in the Army to be requesting the Log," he stated, but "it's really nice to open up a copy and read up on all the goings on." Shipmates who wish to drop John a line can reach him at the following address:

Pvt. John Church
U. S. 54376532
CO. C. 15th BN
4th Tng. Bde
Ft. Jackson, S. C. 29207



Church

DUKE VICTORY (Victory Carriers), July 24—Chairman, Louis E. Meyers; Secretary, John P. Coyle. Brother Louis E. Meyers was elected to serve as ship's delegate. \$50.05 in ship's fund. No beefs reported by department delegates.

REBECCA (Maritime Overseas), July 24—Chairman, J. Chianese; Secretary, O. Farrara. Brother J. Chianese was elected to serve as new ship's delegate after Brother D. Fitzpatrick resigned. Vote of thanks to the steward department for a job well done.

CITY OF ALMA (Waterman), July 17—Chairman, Leon R. Curry; Secretary, Nona. No beefs reported by department delegates. Everything running smoothly.

U. S. GYPSUM (American), July 24—Chairman, Tom Brown; Secretary, Larry L. Frite. No beefs reported by department delegates. Brother Larry L. Frite was elected to serve as deck delegate to replace Brother McCarthy, who is on vacation.

HENNEPIN (Redland), July 21—Chairman, Bernard Sprague; Secretary, John Lawrence. Beef in deck department settled satisfactorily. Deck delegate will check to have TV repaired. No beefs reported.

SEATRAN NEW JERSEY (Seatrains), July 17—Chairman, Eduardo Bonafont; Secretary, Frank Cannella. Expect ship to lay up this trip. All repairs to be taken care of before ship sails again. No beefs reported by department delegates. There is some disbanded OT for those members who left and returned to ship, due to new guard at gate in San Juan, who fouled up an time.

FORT BOSKINS (Cities Service), July 30—Chairman, Edwin Mitchell; Secretary, Clyde Shores. Need new locks for footies. Brother Bill Schaefer was elected to serve as ship's delegate.

WESTERN PLANET (Western Agency), July 17—Chairman, Stanley J. Hutchinson; Secretary, Alexander D. Brodie. No beefs and no disputed OT reported by department delegates. Ship's Delegate Stanley Hutchinson extended a vote of thanks to Steward Alex Brodie for the fine menus in spite of the inferior quality of stores placed aboard by the Company.

DEL SUD (Delta), April 28—Chairman, Harold Crane; Secretary, James Tucker. \$166.08 in ship's fund. No beefs reported by department delegates. Brother J. Tucker was elected to serve as ship's delegate. Beef in steward department to be taken up with patrolman.

STEEL NAVIGATOR (Isthmian), July 3—Chairman, Charles G. Swain; Secretary, Antonio Alfonso. \$32.05 in ship's fund. No beefs reported by department delegates. Brother John M. Burk was elected to serve a new ship's delegate.

HERCULES VICTORY (Wall Street), July 10—Chairman, C. E. Mosley; Secretary, L. Smith. Some disputed OT reported by deck department. Discussion had on getting new mattresses for crew. Also see about having rooms painted. Crew is asked to help keep pantry clean at night.

EXPRESS VIRGINIA (Marine Carriers), July 29—Chairman, Lee Harvey; Secretary, K. Young. Some disputed OT in deck department to be taken up with boarding patrolman. Motion made that the pension plan be brought up and discussed at membership meetings up and down the coast. Matter of black gang being changed to different watches to be taken up with Chief Engineer by ship's delegate and engine delegate.

THETIS (Admanthos Shipping), July 10—Chairman, Richard V. Gelling; Secretary, Grover C. Turner. Vote of thanks extended to the ship's delegate for a job well done. No beefs reported. Plenty of OT. Vote of thanks to the entire steward department for a job well done.

COEUR D'ALENE VICTORY (Victory Carriers), July 8—Chairman, M. Guidara; Secretary, A. H. Rosako. Brother Guidara was elected to serve as ship's delegate. No beefs reported. Everything is O.K. \$18.40 in ship's fund.

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

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

NAME

STREET ADDRESS

CITY STATE ZIP

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

ADDRESS

CITY STATE ZIP

**DIGEST
of SIU
SHIP
MEETINGS**

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...

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

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

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

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

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

Jamestown Sterling Corp. (United Furniture Workers)

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

White Furniture Co. (United Furniture Workers of America)

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

Di Giorgio Fruit Corp. S and W Fine Foods Treesweet (National Farm Workers Association)

SIGN LETTERS For obvious reasons the LOG cannot print any letters or other communications sent by Seafarers unless the author signs his name...

KNOW YOUR RIGHTS

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

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

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

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

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

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

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

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

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

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution.

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

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...

Schedule of Membership Meetings

Table with columns for location and date: SIU-AGLIWD Meetings, New York Sept. 6-2:30 p.m., Philadelphia Sept. 6-2:30 p.m., Baltimore Sept. 7-2:30 p.m., Detroit Sept. 9-2:30 p.m., Houston Sept. 12-2:30 p.m., New Orleans Sept. 13-2:30 p.m., Mobile Sept. 14-2:30 p.m., Wilmington Sept. 19-2 p.m., San Francisco Aug. 24-2 p.m., Seattle Aug. 26-2 p.m.

Table with columns for location and date: United Industrial Workers, New York Sept. 6-7 p.m., Philadelphia Sept. 6-7 p.m., Baltimore Sept. 7-7 p.m., Houston Sept. 12-7 p.m., New Orleans Sept. 13-7 p.m., Mobile Sept. 14-7 p.m.

Table with columns for location and date: Great Lakes SIU Meetings, Detroit Sept. 6-2 p.m., Alpena Sept. 6-7 p.m., Buffalo Sept. 6-7 p.m., Chicago Sept. 6-7 p.m., Cleveland Sept. 6-7 p.m., Duluth Sept. 6-7 p.m., Frankfort Sept. 6-7 p.m.

Table with columns for location and date: Great Lakes Tug and Dredge Region, Detroit Sept. 12-7:30 p.m., Milwaukee Sept. 12-7:30 p.m., Chicago Sept. 13-7:30 p.m., Buffalo Sept. 14-7:30 p.m., Duluth Sept. 16-7:30 p.m., Cleveland Sept. 16-7:30 p.m., Toledo Sept. 16-7:30 p.m.

Table with columns for location and date: SIU Inland Boatmen's Union, Philadelphia Sept. 6-5 p.m., Baltimore (licensed and unlicensed) Sept. 7-5 p.m., Norfolk Sept. 8-5 p.m., Houston Sept. 12-5 p.m., New Orleans Sept. 13-5 p.m., Mobile Sept. 14-5 p.m.

Table with columns for location and address: DIRECTORY of UNION HALLS, SIU Atlantic, Gulf, Lakes & Inland Waters United Industrial Workers, PRESIDENT Paul Hall, EXECUTIVE VICE PRESIDENT Cal Tanner, VICE PRESIDENTS Earl Shepard, Al Tanner, Lindsay Williams, Robert Matthews, SECRETARY-TREASURER Al Kerr, HEADQUARTERS 675 4th Ave. Bklyn. NY 9-6600, ALPENA, Mich. 127 River St. EL 4-3616, BALTIMORE, MD. 1216 E. Baltimore St. EA 7-4900, BOSTON, Mass. 177 State St. RI 2-0140, BUFFALO, N.Y. 735 Washington St. TL 3-9259, CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733, CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450, DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741, DULUTH, Minn. 312 W. 2nd St. RA 2-4110, FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441, HOUSTON, Tex. 5804 Canal St. WA 8-3207, JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987, JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104, MOBILE, Ala. 1 South Lawrence Ave. HE 2-1754, NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546, NORFOLK, Va. 115 3rd St. Tel. 622-1892, PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818, PORT ARTHUR, Tex. 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401, SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 723-8594, SEATTLE, Wash. 2505 First Avenue MA 3-4334, ST. LOUIS, Mo. 805 Del Mar CE 1-1434, TAMPA, Fla. 312 Harrison St. Tel. 227-2789, WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

PORTMAR (Calmar), July 24—Chairman, John Brown; Secretary, none. Ship's delegate reported that everything is running smoothly with no beefs.

DELMAR (Delta), July 20—Chairman, George E. Annis; Secretary, Robert Johnson. Some disputed OT in deck and engine departments.

DEL VALLE (Delta), May 29—Chairman, Ramon Ferrera; Secretary, Ray H. Casanova. Black gang beefs to be taken up with boarding patrolman.

RIDGEFIELD VICTORY (Columbia), July 17—Chairman, Roy Pierce; Secretary, F. O. Alrey. Most of the repairs have been completed.

DEL VALLE (Delta), July 17—Chairman, Ramon Ferrera; Secretary, Ray H. Casanova. Black gang beefs to be taken up with boarding patrolman.

CONNECTICUT (Connecticut Transport), July 17—Chairman, William Van Dyke; Secretary, A. W. Morales. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

Vote of thanks to the steward department for a job well done.

PENN CARRIER (Penn Shipping), July 10—Chairman, C. R. Myrick; Secretary, Judson P. Lamb. \$5.00 in ship's fund. No beefs reported by department delegates.

SAPPHIRE GLADYS (Sapphire), Two men in deck department hospitalized. \$5.25 in ship's fund. No beefs and no disputed OT reported by department delegates.

WACOSTA (Sea-Land), July 27—Chairman, Levy L. Williamson; Secretary, M. McClure. No beefs and no disputed OT reported by department delegates.

STEEL DIRECTOR (Isthmian), July 10—Chairman, L. B. Eiland; Secretary, J. P. Ballard. No beefs reported by department delegates.

STEEL ARTISAN (Isthmian), July 16—Chairman, V. Mackelis; Secretary, F. Morello. Some disputed OT to be taken up with patrolman.

HURRICANE (Waterman), July 4—Chairman, Tony Kazamirak; Secretary, James J. Sobota. Some disputed OT in deck and engine departments.

WESTERN CLIPPER (Western), July 14—Chairman, L. Walker; Secretary,

S. Escobar. Ship's delegate reported that everything is running smoothly. Brother C. Walker was elected ship's delegate.

GATEWAY CITY (Sea-Land), August 4—Chairman, T. Ostaszaki; Secretary, C. Maynard. No beefs reported by department delegates.

WESTERN HUNTER (Western) July 31—Chairman, Carl Johnson; Secretary, H. L. Lanier. Three men missed ship in Subic Bay.

CHOCTAW (Waterman), June 26—Chairman, D. Bacvack; Secretary, R. Bowers. No beefs and no disputed OT reported by department delegates.

DEL SOL (Delta), July 10—Chairman, N. A. Huff; Secretary, R. E. Stough, Jr. \$38.50 in ship's fund. No beefs and no disputed OT reported.

LOMA VICTORY (Delta), July 24—Chairman, Dale Richard Stevens; Secretary, Eugene Ray. \$17.50 in ship's fund. Disputed OT for working May 21st.

CONSUMER'S POWER (Boiland & Cornellius), July 15—Chairman, Gary Pankin; Secretary, R. A. Barber. Crew request better variation and variety of food.

CANTON VICTORY (Columbia), June 15—Chairman, A. Bettie; Secretary, Paul Carter. \$6.75 in ship's fund was used up by ship's delegate taking care of Union business.

SAPPHIRE ETTA (Sapphire), July 16—Chairman, W. H. Cassidy; Secretary, M. A. LePoutre. No beefs reported by department delegates.

ROBIN GRAY (Moore-McCormack), July 4—Chairman, Robert Lord; Secretary, Anthony Ferrera. No beefs reported by department delegates.

BELOIT VICTORY (Wall Street Marine), July 10—Chairman, W. F. Douglas; Secretary, Sherman Wright. No beefs reported by department delegates.

DEL AIRES (Delta), May 31—Chairman, Arthur Maillet; Secretary, Frank Charpeco. Some disputed OT in deck and engine departments.

CHOCTAW VICTORY (Columbia), July 15—Chairman, R. S. Rice; Secretary, James Thomas. Chief electrician has a beef which he will discuss with patrolman.

GLOBE PROGRESS (Maritime Overseas), June 29—Chairman, F. Radovilla; Secretary, P. L. Shauger. Wire sent to Union re clarifications.

PORTS of the World

ISTANBUL

FABLED chief port and commercial hub of modern Turkey, Istanbul is still as much a city of excitement and delight as it was when it prospered as Constantinople, capital of the mighty Roman Empire.

First named after its founder, the soldier-emperor Constantine, the garrison-capital still stands watch over the Bosphorus, entrance to the Black Sea.

The 1,636-year old city became the capital of the new Turkish Empire after its capture by Sultan Mehmed II in 1453—the date historians give as the final fall of the Roman Empire in the East. Its name was changed to Istanbul by the Turks who made it the center of their own Empire.

The main center of the city is the Istiklal Caddesi (Istiklal Street) which runs through Taksim Square and Tunnel Square. It can be reached by bus, or on foot by using the Yuksek Kaldirim or the old subway.

Seafarers looking for entertainment will usually find it along the Istiklal Caddesi. Many restaurants line the street which include the Bakus Restaurant, the Abdullah, Degustasyon and Ekrem Yegen. Along the Cumhuriyet Caddesi interesting nightclubs can be found including the Kervansaray, the Hilton Hotel, (where you can also go swimming in a luxurious pool) Taksim Casino and the Kordon Blo.

For spicier entertainment, the Seafarer would do best if he looked along the northern part of the Istiklal Caddesi. There he will find the Florya Bar, Londra Bar, Ozgur Turan, Vagon Blo and Cin. As a special service to customers, the management of these various establishments provide consommatrices (dancing partners), if the sailor is in a mood to dance.

Among the SIU-contracted companies who make regular runs to Istanbul are Penn Lines, Waterman Lines, Robin Lines and Isthmian Lines.



An aerial view of Istanbul shows the heavy concentration of shipping moving in and out of the harbor. Most merchant shipping there is berthed at buoys offshore. Cargo is then unloaded in lighters, though just as many vessels are moored at quays. The tall minarets are typical of Istanbul's oriental flavor.



Karakoy, the center of Istanbul's commercial life seems as crowded as Wall Street during most of the day. It is an area of many banks, bustling crowds, bumper-to-bumper traffic and Turkish skyscrapers. The area is also the main ferry depot where Turks commute across the Golden Horn inlet of the Bosphorus.



Traffic and crowds move peacefully across the famed Galata Bridge which connects the new and old sections of Istanbul. Seafarers in the port will find many interesting things to do in a city which is regarded by travelers as very inexpensive to visit. Old Istanbul is sprinkled with many ancient minarets.



Istanbul has long been a favorite port of Seafarers. Many of them visit the city when shipping to the Mediterranean on the Waterman freighter Wild Ranger.

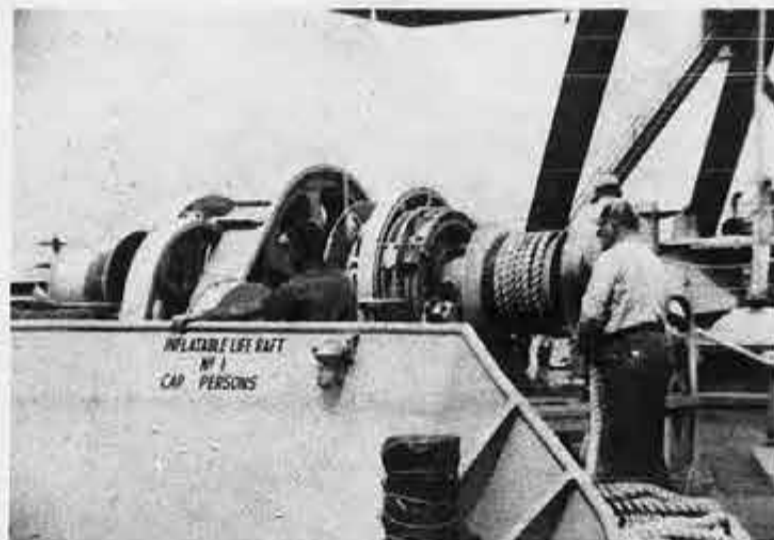
A Day's Work on the Oakland



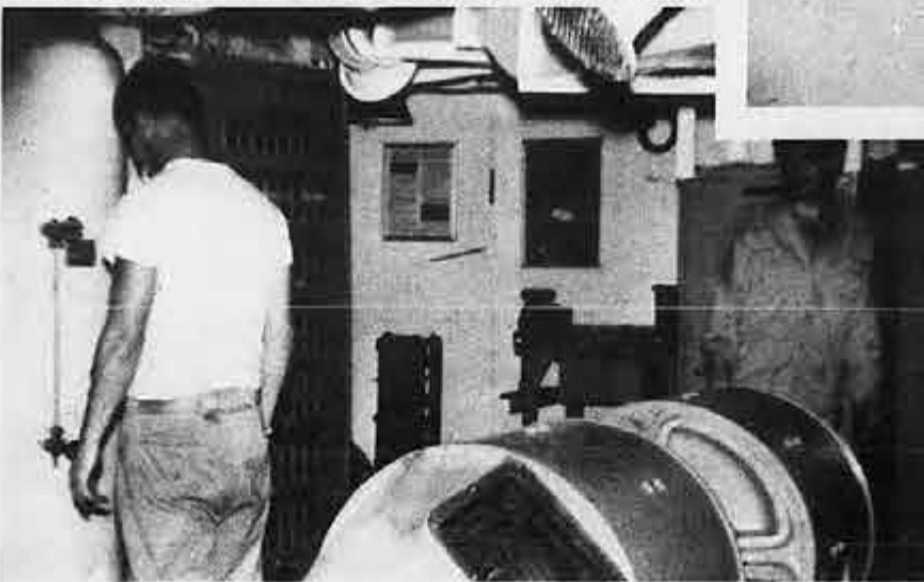
Busy is the word for the crew of the Oakland as these pictures submitted by the crew of the Sealand vessel so clearly point up. All hands were on the job, and paying no attention to the camera. The vessel had a Port Elizabeth payoff after completing an intercoastal run with a cargo of containers. The Oakland was soon off for a trip to Long Beach, California.



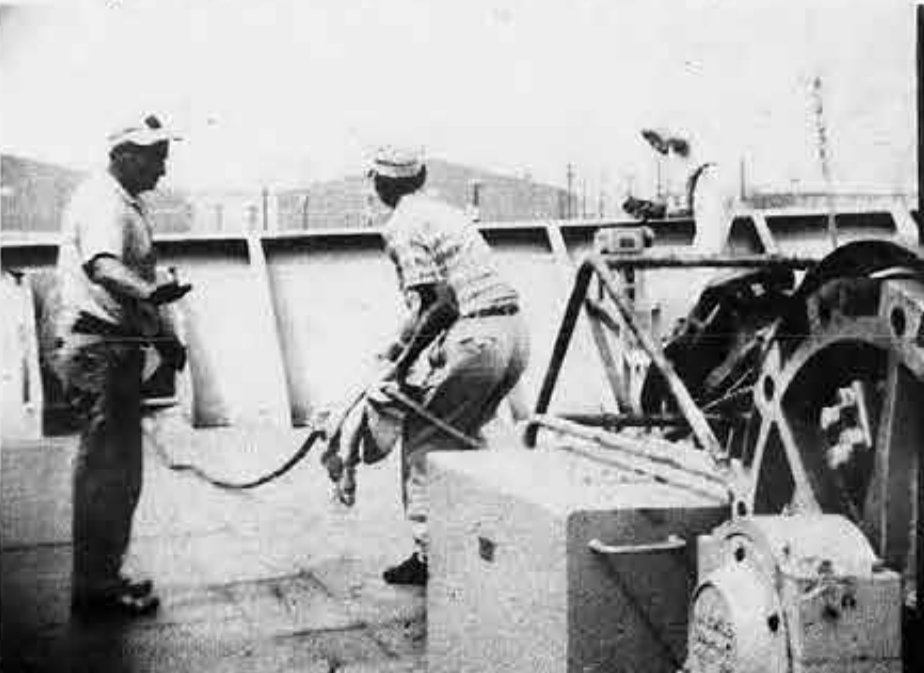
William Fillingin, sailing as AB, is hard at work painting the life rail on deck. Bill is a nine-year veteran and joined the SIU in port of Mobile where he resides.



Bill Fillingin tightens line on the winch as the ship docks in New York harbor. ABs Tom Owens and Malden Hibbs help out.



William Hudson (right) helps Second Assistant Engineer, L. Kinney, keep an eye on the potable water gauge in the Oakland's engine room. Hudson joined the SIU in the port of Mobile and ships as an oiler.



ABs John Elliot and Jose Cortes work on deck as the ship heads for a docking at Port Elizabeth prior to the payoff. A good crew helped make the voyage a pleasant one. Chief Mate Joe Ryan looks over the side.



There's nothing like a fresh coat of paint to spruce up a ship. AB's Jose Cortes and John Elliot apply the paint brushes.



Russell L. Joyner, from Fairhope, Alabama, sailed as a wiper. He's nicknamed Rusty and now lives in the city of Mobile.



Chief cook Wayne Carpenter and second cook and baker Jim Ward have a steak dinner for some hungry Seafarers.



Chief Electrician Randall Lawson holds a steady hand on the Oakland's power panel as the vessel heads towards its port.



Seafarer W. Wong, who sails as a fireman-watertender, keeps his eye on the Oakland's temperature gauge.