



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



The national election that will be held in November of this year may well be the most crucial in the nation's history. New social and economic currents have arisen in this country which signify a nation in flux. Along with our burgeoning wealth, great problems have arisen in our cities and towns which cry for solution. The spectre of unemployment still hangs over the heads of millions of our citizens. The blight of air pollution threatens to erode the health of the nation. Adequate health care is sorely lacking for many in the U.S. Millions of our citizens from minority groups still are trapped in the hopelessness of the big city and rural ghettos and grow impatient with the slow progress made by the nation in granting them the rights of first-class citizens.

These problems are only a few of the many which confront the nation in 1968. The AFL-CIO Executive Council, at its recent meeting, stressed the important role that each citizen has in the upcoming election in determining the future course of the nation.

It is essential that every eligible citizen be registered to vote in 1968. The future of the country may depend on it. (See page 3.)



MTD Exec. Board Reaffirms Support For AFL-CIO Fleet Upgrading Program

BAL HARBOUR, Fla.—The Executive Board of the AFL-CIO Maritime Department has voted unanimously to reaffirm its continuing support of the 17-point maritime policy of the national AFL-CIO. Holding its midwinter meeting here in conjunction with the quarterly session of the AFL-CIO Executive Council, the MTD called for a coordinated effort on the part of the trade union movement in support of the program adopted at the federation's 1965 convention in San Francisco.

The board noted that the architects of the 1965 resolution were the principal officers of all maritime and shipbuilding unions, and added that the AFL-CIO program—keyed to establishment of an independent Maritime Administration and to continued opposition to foreign building of U.S.-flag merchant ships—is more urgently needed now than it was at the time of its original adoption.

The 6.5-million-member Department pointed out that U.S.-flag shipping and shipbuilding have declined steadily because of continued government failure to enact a broad-ranging maritime program.

Canada Maritime Trusteeship Ends

MONTREAL—After four years of oppressive control over the SIU of Canada and four other Canadian maritime unions, the Board of Trustees of the Maritime Transportation Unions has been dissolved.

Enacted into law by Parliament in September, 1963, over the vigorous opposition of not only the SIU of Canada but the AFL-CIO as well, the trusteeship stemmed from a 1961 dispute between SIU of Canada and the Upper Lakes Shipping Company of Toronto in which the company locked out some 300 SIU crewmembers and broke off a ten-year collective bargaining relationship with the SIU. Scheduled to expire at the end of 1966, the act was extended by the Canadian government for one year in 1967.

SIUNA President Paul Hall praised the SIU of Canada at its first membership meeting after the final phasing out of the trusteeship for their steadfast stand in defending "themselves and their organization despite union-busting efforts to destroy them."

"Tremendous Shock"

"The trusteeship was a tremendous shock to the entire trade union movement," Hall told the Canadian Seafarers. "Nowhere in the free world has any such restrictive legislation been enforced, and it is most remarkable that in spite of trying to live with it, a few months ago you were able to conduct a strike through which you were able to make great achievements."

"You were not to be destroyed," the international president said. "You still had a functioning leadership; a militant membership."

Hall was referring to the 1967 strike by SIU of Canada in which shorter hours, higher wages and a paid leave system were demanded from the Lake Carriers' Association. After six weeks of picketing, the Union won in winning major gains from the carriers' associations in a new contract.

The board also called on Congress to reject a new Administration move that would open the doors to foreign construction of Navy vessels and approved a companion resolution restating labor's continuing opposition to building U.S. merchant vessels overseas.

Foreign building, the MTD said, "has the effect of siphoning off the growth potential" of U.S. shipyards. It noted that since 1946, nearly 1,200 vessels were built abroad for U.S. shipping interests, at a cost of \$6 billion and at a loss of some billion man hours of direct shipyard labor, and another billion man hours of work in supporting trades and services.

Prompt Congressional action was also urged on a maritime program that would include sufficient funds to implement an immediate shipbuilding effort and the eventual improvement of U.S.-flag carriage of the nation's import-export cargo. The resolution accused the Administration of having "completely abdicated its responsibility" to halt the decline of the American-flag fleet.

The board asked for Legislation to bar the use of foreign-built offshore drilling rigs off the American coast, warning that the purchase of such equipment abroad adversely affects the balance of payments and undercuts U.S. employment.

In another action, the MTD launched an in-depth study of "unrealistic and unworkable" state and local laws restricting the collective bargaining rights of public employees.

Representatives of 40 national and international unions voted to create a legal panel to undertake the study because of "mounting tensions between public officials and public employees across the nation."

Unanimous Support

Unanimous approval was given to a resolution, submitted by the State, County and Municipal Employees, which placed the blame squarely on "the failure of political subdivisions to recognize the basic collective bargaining rights of their employees."

The resolution declared that public employees, like those in private industry, "deserve the right to pursue legitimate trade union goals," but that they are being "hobbled by state and local governments which cling to antiquated concepts," and enact laws containing "restrictive clauses and punitive provisions" which render bargaining "worthless."

The MTD sharply criticized existing legislation governing public employees because these laws "encourage the public administrator in his refusal to engage in any

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William Moody Appointed As New MTD Administrator

MIAMI BEACH—The appointment of O. William Moody as Administrator of the AFL-CIO Maritime Trades Department was announced by Paul Hall, MTD President, at a meeting of the Department's Executive Board held here on February 14.

Moody was also designated to serve on the MTD Executive Board as the Vice President representing the Seafarers International Union. In the new MTD post he will work with Secretary-Treasurer Peter M. McGavin.

In accepting the MTD office, Moody leaves his position as AFL-CIO Community Services Liaison with the Boy Scouts of America, a job he has held since taking leave from the SIU on April 1, 1965.

"During the past several years, the Department has been growing steadily," Hall said in announcing Moody's appointment. "MTD affiliations now total 40 unions with a combined membership of 6.5 million, and an increasingly heavy burden has been placed on Secretary McGavin and his staff."

Expanded Program

"Moody's activities will be related to an expanded departmental program which contemplates augmenting of the seminars which we have been holding in Washington with additional meetings in key port cities; broadening of our public relations activities; stepping up of services to MTD affiliates in many areas of concern to them, and advancement towards our objectives of bringing together all

unions in all phases of transportation to assume a more effective role in overall transportation policies."

Moody is a member of the SIU and has been associated with it in various capacities on the East and Gulf Coasts for more than 20 years. He has served as an organizer, public relations specialist, negotiator, international representative and legislative representative. He was Secretary-Treasurer of the Greater New Orleans AFL-CIO in the Maritime Port Council of Greater New Orleans and vicinity before accepting a Community Services Department national staff position with the Boy Scouts.

Prior to his initial capacity with the SIU, Moody worked 11 years as a reporter and editor for the Louisville Times, Tampa Times and St. Petersburg Times. He attended the University of Tampa and served as the first alumni member of the University Board of Trustees.

He also served as Secretary of the Tampa Central Trades and Labor Assembly, Member of the Board of the Louisiana COPE, President of the University of Tampa Alumni Association and as a member of the New Orleans Planning and Zoning Commission. He also served as a director of several New Orleans and Louisiana civic associations.

Report of International President



by Paul Hall

The recent Executive Board meeting of the AFL-CIO Maritime Trades Department took up in considerable detail various issues which are today of vital importance not only to the maritime industry but to all Americans and the welfare of the nation as a whole.

Consistent refusal on the part of the Administration to come forth with a comprehensive and meaningful program for the revitalization of the United States merchant marine is a matter of national concern which the MTD, and its more than six million members, have succeeded in bringing more sharply to the public's attention during the past year.

In keeping with the continuing strong efforts by our industry and by the trade union movement to save America's commercial fleet from impending disaster through bureaucratic neglect, the Executive Board voted its unanimous reaffirmation of the 17-point maritime policy adopted by the AFL-CIO at its national convention in 1965. The fundamental concepts of that policy are, if any thing, more of a must to the economic and defense posture of our country today than they were when originally set forth.

Although the House of Representatives passed a bill last year for the establishment of MARAD as an independent agency, this goal has not yet been reached.

Russia's increasing maritime strength is more of a threat today than it was in 1965; nothing has been done by the Administration to offset this danger by backing a strong U. S. fleet.

The "build abroad" concept for U.S.-flag vessels was effectively buried by Congress last year but is again being pushed by the Administration this year. We must be even more vigorous in our opposition to such a scheme now than ever before.

The runaway-flag vessels operated by greedy American owners who deprive Americans of work, and the government of badly needed revenue to offset the balance of payments deficit, are an increasingly serious problem as the Administration continues to look the other way.

As in 1965, "effective control" is still a favorite fairy tale of the Defense Department and other abuses of the U. S. merchant marine at the hands of the Administration continue to make the AFL-CIO's maritime policy a viable blueprint for redoubled efforts to save and refurbish our merchant fleet.

At its winter meeting last month, the MTD Executive Board also adopted resolutions urging prompt Congressional action on the new maritime program submitted by legislators in both houses last year, a legislative ban on the use of oil drilling rigs built abroad in U. S. offshore waters, and other actions of collective importance to the MTD's 40 affiliated unions.

Turning its attention to the mounting problems being faced by public employees through state and local laws which prohibit strikes and cripple collective bargaining procedures, the Board also voted to conduct an in-depth study of such laws at the request of the State, County and Municipal Employees.

The New York State Taylor Law and others like it seek to deprive public employees of their basic right to bargain meaningfully with their employers and this right must be preserved. A breakdown in the guaranteed rights of one segment of the working population is a threat to all workers, and the trade union movement itself, which cannot be tolerated.

We all share a concern for the health and well being of our fellow citizens but anti-strike laws—for whatever purported purpose—are not the way to protect the public welfare. Statutes such as the Taylor Law are thinly disguised tools of bureaucrats and anti-labor forces which can be used to strike at the very foundations of trade unionism which have been built up through decades of struggle and hard-fought battles.

In banning strikes by public employees, these laws take their only last-ditch weapon away from them and provide punitive measures which only serve to drive opposing labor and management factions further apart. Knowing that these unfair laws are there to back them up, city and state administrators show little or no inclination to make even an attempt at realistic collective bargaining.



Bill Moody (right), newly-appointed Administrator of the Maritime Trades Department received congratulations from MTD Executive Secretary Peter McGavin (left) and MTD President Paul Hall recently.



Vice Pres. Hubert H. Humphrey discusses 1968 elections and the Vietnam situation with AFL-CIO Pres. George Meany and members of Federation's Executive Council at session in Bal Harbour, Fla.

Joint House, Senate Resolutions Urge Govt. 'Ship American' Drive

WASHINGTON—Joint resolutions calling for increased commercial use of American shipping as a means of easing the nation's balance of payments deficit have been introduced in both the House and the Senate.

The purpose of the resolutions is to emphasize that "a nation's shipping services are an export commodity," said Representative Edward A. Garmatz (D-Md.) in making his presentation to the House.

Therefore, the chairman of the House Merchant Marine and Fisheries Committee, pointed out, "American patronage of American ships for travel and the transportation of goods can make a significant contribution to the reduction of our balance of payments deficit."

The chairman of the Senate Commerce Committee, Senator Warren G. Magnuson (D-Wash.), introduced the resolution in the Senate and told his Senate colleagues that "even in its present condition, the services of American-flag ships are among our largest single category of exports."

"Informed persons in the American shipping industry," Magnuson declared, "have estimated that if United States ships moved from 34 to 50 percent of its total foreign commerce, there would be no balance of payments deficit whatsoever and nothing else would have to be done to preserve this nation's gold."

Campaign Urged

The resolutions called on the Commerce and Transportation Departments in particular, and "all other government agencies" in general, to "take all measures at their disposal to accomplish" travel and shipping by Americans in American bottoms.

Garmatz and Magnuson both urged government agencies to stress the urgency of using U.S.-flag ships for cargo shipments because of the drain on our balance of payments resulting from payments going to foreign-flag ships and airlines.

The joint resolution stated that a large proportion of each dollar paid to United States cargo ships for the carriage of ocean freight, or spent for travel on American passenger ships, is retained in the United States.

Both chairmen emphasized that in view of its important contribution to the balance of payments, the U.S. merchant fleet should be

rebuilt and expanded because it presently is not capable of carrying sufficient goods and passengers to eliminate the payments deficit problem single-handedly.

A number of other congressmen and senators joined Garmatz and Magnuson as co-sponsors of the resolutions including, in the House, the entire Merchant Marine and Fisheries Committee.

Four More Seafarers Licensed As Engineers; Total Now 220



Four more Seafarers have obtained an engineer's license after completing a course of study at the engineering school jointly sponsored by the SIU and District 2 of MEBA. A total of 220 Seafarers have now received a license, after attending the SIU-MEBA District 2 school.

Two of the men are new second assistants while two have received a new third assistant's license.

Walter Jacobson is a new third assistant after sailing as FWT. He was born in Galveston and lives in Houston. Brother Jacobson joined the Union in 1952 in the port of San Francisco. He is 35 years old.

Joseph Richard received a second assistant's license and had sailed as FOWT. The 50-year-old Richard joined the SIU in the port of New York in 1959. He was born in Louisiana and now lives in Dallas.

Russell Sutton is a newly-licensed second assistant engineer. Born in Pennsylvania, he makes his home in Fairchance, Pa. A former FOW, he joined the Union in 1964 in Baltimore. Sutton is 51 years old.

Arthur Johnson joined the SIU in 1967 in the port of New York. Born in Holy Trinity, Alabama, he sailed as FOWT before receiving a third assistant's license. Johnson is 34 years old, and makes his home in Portsmouth, Va.

AFL-CIO Exec. Council Outlines Program

AFL-CIO Readies All-Out COPE Drive For Crucial '68 Election Campaign

BAL HARBOUR, Fla.—The AFL-CIO geared up for the crucial 1968 elections with an information and register-and-vote drive designed to bring the basic issues to all union members and the public at large.

The federation's Executive Council at its mid-winter meeting here at the Americana Hotel voted a five-cent per member voluntary assessment to finance the register-and-vote drive, a step recommended to it by the COPE Administrative Committee.

It reviewed and voted to make as widely available as possible a film of AFL-CIO President George Meany and President Johnson discussing the basic issues confronting the nation, titled "Conversation at the White House."

And as it did at the recent AFL-CIO convention, labor strongly reaffirmed its all-out support for President Johnson's policies on Vietnam and "his persistent efforts to end the war through negotiations."

The council made clear, however, that in some areas such as education it felt that the President's message to Congress was only a beginning and that the AFL-CIO would go further to meet the urgent needs in this area.

The council voiced its determination to help the striking copper workers in their eight-month struggle and launched a nationwide "adopt-a-striker" program involving the 60,000 local unions of federation affiliates. It supported the striking unions also in their rejection of a government panel's recommendations on dividing bargaining into three parts.

It gave its full support also to the nine unions fighting the strike-breaking and union-busting of the Hearst Corporation at its papers in Los Angeles and San Francisco.

The council was scheduled to act on a number of other statements involving the economy, health and welfare, occupational health and safety, and congressional budget slashing before the conclusion of the sessions here.

The five-cent assessment for the register-and-vote campaign has successfully raised funds in previous election years to assist union members, their families and friends to become registered voters and get to the polls on election day.

Meany told the COPE Administrative Committee meeting that there has been a steady improvement and effectiveness in COPE operations and that it is in good shape for 1968 when the choice before the country will be be-

tween "liberalism and conservatism." He cited the four-year record of the Johnson Administration as equal to or better than the first four years of the Roosevelt Administration and stressed the need to maintain progress at home and abroad.

Earlier, the council had heard a report from Vice President Hubert H. Humphrey on the general programs and policies of the Administration and the general direction the country will take in the next four years.

The Vice President later told a press conference that the issue in 1968 is whether to continue the enlightened policies of President Johnson or run the risk of the election of a "predictable reactionary." A defeat for the Administration in 1968, Humphrey warned, could result in a reactionary Congress similar to the 80th Congress after World War II and the general neglect of progress that followed the war in Korea.

Labor Secretary W. Willard Wirtz and Budget Director Charles Zwick met with the council on the legislative program of the Administration with Zwick spelling out the details of the President's budget and the basis for the Administration's income tax surcharge proposals.

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U.S. Lost 3 Ships a Month In '67, MARAD Reveals

WASHINGTON—While other maritime nations of the world were adding substantially to their commercial fleets, the active United States merchant fleet of vessels over 1,000 gross tons declined at an average rate of almost three ships per month during 1967, according to a report issued by the Maritime Administration last week.

MARAD's Merchant Marine Data Sheet shows that the active U.S.-flag fleet as of January 1, 1968 stood at only 1,063 vessels—a drop of 32 since the first of last year.

Of this total, the report noted, 906 were privately-owned and 157 were owned by the government. Not included in the figure are 24 ships in the custody of the Departments of Defense and Interior, the Coast Guard and the Panama Canal Company.

This latest MARAD report adds further graphic proof that the U.S. merchant fleet is not just standing still in the world race for oceangoing supremacy but is actually moving backwards each year.

By contrast, the Soviet Union is adding some one million tons to its fleet annually and free world nations such as Japan, Norway and West Germany are engaged in high-priority ship construction programs to expand their commercial fleets.

Figures released by the West German government last week typify the maritime expansion underway in non-Communist countries. Tonnage built for West German shipowners during 1967—almost exclusively in German shipyards—totalled 513,898 gross tons which represent 61 new dry cargo vessels delivered. This increase is almost twice the net growth of 281,097 gross tons in 1966 and the highest ever since the end of World War II.

The Sea Transport Division of the West German Ministry of Traffic and Transport reported that the country now has 2,688 vessels, aggregating 6,521,866 gross tons, actively employed in cargo and passenger traffic and 113 tankers with a combined tonnage of 1,169,452.

Although total 1967 figures for other free world nations have not yet been made public, similar advances in shipbuilding are likely to be announced. Meanwhile, the United States—with no government-backed maritime policy whatever—continues to maintain the world maritime lead only in negative areas: The most ships scrapped, the fewest ships built, and the oldest ships afloat.

Strong Fleet 'Economic Imperative'; Brewster Cites Payments Deficit

WASHINGTON—Enactment this year of a program for the revitalization of the U.S. merchant marine is an "economic imperative" in the face of the nation's ever-worsening balance of payments, Senator Daniel B. Brewster (D-Md.) told a recent meeting here of the 6.5-million-member AFL-CIO Maritime Trades Department.

A member of both the Senate Commerce Committee and its subcommittee on merchant marine, Brewster predicted that maritime's "friends in Congress will not allow another session of Congress to pass without making every possible effort to legislate a re-birth of our merchant fleet."

If the balance of payments problem continues as it is going "the deficit could be almost \$7 billion by year's end," the Maryland lawmaker warned.

Pointing out that U.S.-flag ships contribute about a billion dollars a year to the plus side of the balance of payments while carrying only some 7.5 percent of the nation's trade, he said \$3.6 billion is put into the minus side through payments to foreign-flag operators.

"Could Erase" Deficit

With the payments deficit presently at about \$4 billion, he noted, "it is not difficult to see that we could erase it altogether by quadrupling our commitment to American-flag over foreign-flag carriers."

Brewster was critical of the "impractical" actions of the White House in curbing foreign travel by Americans and failing to back a maritime policy aimed at the crisis of the payments deficit.

"It helps our payments situation just as much for an American tourist to change his ticket from a foreign to an American vessel as it does for him to stay home entirely," he noted.

"Increasing United States cargo commitment overall to United

States bottoms . . . is what will generate real savings, whether the cargo be in tourists or in manufactured goods. Here is where the long-term effort must be made, not in trying to keep vacationers at home."

The Senator scored the "budgetary penny-pinching" of the Administration and charged that its requests for maritime funds for the upcoming fiscal year give "a highly inflated picture of the amount of money actually available" for ship construction subsidies. He said that the budget carry-over of some \$153 million in ship construction funds in fiscal 1969 obscures the fact that all that is actually being appropriated that year is \$19 million.

"This sort of foolishness will cost far more in the long run than is supposedly being saved now," he declared.

Brewster said that an independent maritime administration is needed more than ever to properly promote the merchant marine and that Congress, while attempting to pass its own maritime program this year, should "reject all compromises like placing the Maritime Administration in the Department of Transportation."

Firmly Opposed

Commenting on renewed efforts by the Navy to revive the FDL program, defeated in Congress last year, Brewster said he was even more firmly opposed to the idea now than he was before—in view of the smallness of the maritime budget.

At another MTD meeting held here last month a member of the House Merchant Marine Committee, said that the Administration may be preparing for the loss of military supply bases in allied and neutral countries around the world.

Representative Edwin Reinecke (R-Calif.) said that Administration concern over such a loss might be the reason behind Defense Department proposals to build a special fleet of supply ships and station them at sea for use in case of military emergency.

Reinecke told those attending the MTD meeting, that the proposed \$1.5-billion program to build 30 floating warehouses—known as Fast Deployment Lo-

gistics Ships—may be a Defense "alternative" to overseas bases. He added:

"I think this Administration is afraid that we're going to lose our land bases around the globe; that other countries, disagreeing with us on our international policies or unwilling to become committed between either East or West in the cold war, are going to ask us to remove our troops, our planes and our supply depots."

'FDL Millstone'

The Congressman called on the Administration to be "candid" on this issue, adding that the Defense Department should not "hang this FDL millstone around the neck of the merchant marine" by attempting to justify the fleet of government-owned and operated ships by relating the project to America's continuing maritime decline.

Reinecke called the FDL a "boondoggle" that would divert funds away from construction of merchant vessels to the detriment of the nation's maritime posture. The \$1.5 billion for constructing the 30 FDL's would be matched by a similar amount of private investment if it were used for merchant ship construction, he said, and would result in the building of between 125 and 150 commercial cargo vessels.

"For the same amount of tax dollars," the California Republican said, "we would be getting five times as many ships, with 10 times as much cargo capacity and providing five times as many seamen's jobs."

"We would have ships that could carry our outward-bound military cargoes, foreign-aid cargoes and food-for-peace cargoes . . . and that could come back with import cargoes for our industrial complex and our consumer markets."

Reinecke added that even if the Administration succeeds in getting the FDL program through Congress, "it will not change the maritime problem that we face." These government ships, he said, "won't change the number of vessels committed to the carriage of commercial cargoes under the U.S. flag and they won't contribute a penny to the improvement of our balance of payments."

Talking It Over



After shipping call at SIU headquarters in Brooklyn recently, Chief Dispatcher Ted Babkowski (left) and Seafarer John Harrobin, A.B., took out a little time to talk over some of the latest maritime news.

U.S. Tops Maritime Nations In Total Ships Scrapped

LONDON—The United States, with its already seriously depleted merchant fleet, continued to lead the maritime nations of the world in the number of vessels scrapped during the second quarter of 1967, according to the latest report by Lloyd's Register of Shipping.

The Lloyd's survey covering the quarter ended last June 30 showed that 20 U.S.-flag ships totalling 136,429 tons were sent to the breakers during the period. Greece was in second place with 19 vessels of 131,974 tons scrapped.

Overall world shipping casualties from all causes were down sharply from the previous quarter, however, with a total of 50 ships of 98,000 tons. This compared with 87 ships aggregating 228,325 gross tons lost in the earlier period.

Ships flying the flags of Liberia and Panama—runaway-flag havens widely used by U.S. shipowners seeking to avoid U.S. taxes and operating regulations—once again dominated the report with the largest number of vessels wrecked or burned during the period. Four Liberian ships of 31,053 tons were lost and Panama placed second in tonnage with six ships totalling 24,374 tons.

The Lloyd's report for all of 1966, released last fall, had the United States at the top of the list of vessels scrapped for the year with 121 for a total of 806,517 tons. This represented almost twice the tonnage scrapped by second-place Britain—377,027 tons—during the 12-month period.

Soviets View Strong Merchant Fleet As Control for Balance of Payments

WASHINGTON—An "all-out effort" is being made by the Soviet Union to pull in rubles through an expanded national-flag fleet, declared Representative Frank T. Bow (R-Ohio), speaking before a Propellor Club audience here on February 20. Bow is the ranking Republican on the House Appropriations Committee.

Noting the foresight of Soviet planners regarding the balance-of-payments, the Congressman said that the Russian Ministry of Merchant Fleet is demanding this "all-out effort . . . to provide enough national-flag vessels to carry all merchandise either sold or bought on terms of delivery by the Soviet side."

"The purpose of this, of course," Bow explained, "is to preserve their rubles at home."

He quoted a Library of Congress report which states that a major Soviet goal under its 1966-1970 ship construction plan is to increase by 100 to 150 percent the volume of cargoes "its ships will carry for foreign charters."

"The stated purpose of their ambitious goal," the report continues, "is to bring into the state treasury of the U.S.S.R. enough foreign exchange to enable it for the first time to cover in full by 1970 all Soviet expenditures of hard currency paid out for the chartering of foreign ships."

May Control Seas

Bow pointed out that the Soviets are outstripping us in merchant vessel construction by 12 to one, and that Soviet tonnage under construction is in the millions while ours is only a few hundred thousand. The congressman said that unless the pattern changes, Russia will control the world's sealanes as they are already visiting 800 ports in 90 countries.

"The United States has waited too long—37 months—for a new maritime policy to modernize our shipping and shipbuilding industries," he charged.

"The crisis is upon us. Unless we have an 'across-the-board' program to build many new ships, our defense capabilities and commitments cannot be fulfilled."

"Our national balance of payments will grow worse. Our worldwide export expansion program

cannot succeed and our over-all economic well-being will suffer irreparable damage," Bow pointed out.

Bow noted apparent discrepancies in budget appropriations for fiscal year 1969, which he said provides a \$240 million appropriation for construction "of one plane," the supersonic transport, or more than double the entire budget for the merchant marine.

Bow expressed dismay at the \$7,400,000 research and development allotment for the maritime industry for a year, compared with higher R & D appropriations in other fields.

Govt. Allocates Three More C-4's To SIU Companies

WASHINGTON—Three more C-4 troopships from the dwindling reserve fleet of World War II vessels have been allocated to two SIU-contracted companies by the Maritime Administration.

Two of the ships, the General C. C. Ballou and the General Stewart Heintzelman, went to the SIU-contracted Sea-land Service, Inc., for conversion into container ships with a capacity of 325 containers of 35 feet each. The vessels, to be converted at the Galveston, Texas, facilities of the Todd Shipyards Corporation, at a cost of \$11.3 million, will be used in Sea-land's Puerto Rico-Europe service.

One C-4 will be converted to containership operations by SIU-contracted Hudson Waterways Corporation. The company will spend some six million dollars on the job and plans to insert a 110-foot-long midbody to increase the ship's capacity. Upon completion of the work, the vessel will be able to carry 385 of the 40-foot containers or 770 of the 20-foot sizes and will be used in the company's domestic trades.

MTD Protests Shoreside Crew For Queen Mary

LONG BEACH, Calif.—The AFL-CIO Maritime Trades Department, is protesting this city's plan to crew the newly-purchased oceanliner Queen Mary with Civil Service employees rather than with members of seafaring unions. Over 100 pickets from the SIUNA and six other MTD affiliates have been picketing the docks where the ship is berthed.

The MTD has charged that the 81,000-ton floating vessel, which is to be made into a museum, is definitely a "ship" which should be crewed with members of the seafaring unions.

Thomas Randall, president of the Southern California MTD Port Council, pointed out that "If this ship were a permanent building, encased in concrete, there would be no problem. But it's a floating vessel. It could be a hazard to life in the event of a disaster. What if it were rammed by another ship coming through the channel? Civil Service employees aren't qualified to handle a shipboard emergency."

By the beginning of March, the Queen Mary will go into drydock for a year-long \$7 million remodeling job that will convert her into a floating museum with a hotels, bars, and restaurants.

Double-Play for SIU Pensioners



Seafarers Otis Dore (left) and W. D. Gee (center), both members of the SIU Inland Boatmen's Union, receive their first retirement checks from Thomas Glidewell, SIU Agent in Port Arthur, Texas. Dore and Gee have been union members since 1944 and 1943 respectively.

The Atlantic Coast



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

The copper strike has been going on for almost eight months now and still no indication that the companies have any intention of agreeing to a settlement which is fair and equitable to their 60,000 employees. In spite of efforts by the 26 unions involved and attempts by a government mediation panel which failed to reach any satisfactory solution to the continuing deadlock, the companies persist in their refusal to face the issues and even have the gall to claim they don't really understand what the issues are.

This is a most significant national battle between management's arrogance and workers who have been consistently exploited for many decades. We in the trade union movement must, and will, go on backing the copper strikers to the hilt until the companies are forced to admit to the issues and bargain in good faith whether they like it or not.

Baltimore

Alfonso Armada joined the Union in 1952. An AB, he's looking for a Sea-Land or Calmar ship after a voyage on the Ponce.



Fentress Armada

Paul Curzi is taking a vacation before looking for a cook's job. Paul isn't particular where the ship will go. His last job was as chief cook aboard the *Producer*.

John Green thought the *Whitehall* was "a good feeder" and had a very smooth trip running to Vietnam. John was bosun and would like an intercoastal ship next time out.

Boston

Thomas Fleming is happy for the chance to spend some time at home with the family. A 25-year union veteran, his last ship was the *Halaula Victory*, where he sailed as an AB.

Fred Rashid will take a good coastwise trip. His last job was as AB on the *Cantigny*.

After sailing in the deck department 26 years, Manuel De Barros attended the Deck Upgrading School in New York. It paid off

and "Manny" is now a bosun, in addition to receiving a lifeboat ticket. He advised seamen with the required time to take advantage of this wonderful opportunity to better themselves."

Norfolk

Charles Horton, who sails as fireman, is looking for a good ship heading for Vietnam.

Anthony Barnes was bosun on the *Princeton Victory* last trip. He's looking for a good Far East run now.

Herb Fentress reports the *Producer* had a good run to North Europe. Herb was FWT and would like to sail to the Far East next time out.

Just off the *Neva West* as AB, Cary Haywood is looking for a trip to India.

Govt. Extends 50-50 Cargo Rates Despite Report Showing 'Inadequacy'

WASHINGTON—Despite findings by an impartial study that guideline rates for American-flag ships carrying government-sponsored 50-50 cargoes should be raised "very substantially above current interim level," the Maritime Administration has told the unsubsidized shipping industry that its inadequate ceilings announced last December 21 will be extended for another 30 days.

At a meeting with maritime labor and management representatives, acting MARAD Administrator James W. Gulick cited wide "disparity" in the figures of his agency and those produced by Arthur D. Little, Inc., a management consultant firm, as his reason for the new delay "until the facts are ascertained."

At the request of the Industry Committee on Maritime Rates, Little made a study of guideline rates based on the same cost figures submitted by the industry to MARAD and arrived at voyage expenses to the shippers which ranged from six percent to as much as 31 percent higher than those determined by MARAD officials.

The Little report noted that since guideline rates—under which U.S.-flag ships are supposedly enabled to compete profitably with foreign-flag vessels for a legally-required minimum of 50 percent of all government-generated foreign aid cargo—were first instituted in 1957, ship operating costs have increased 68 percent. Guideline ceiling rates during that time, however, have been raised only 22.5 percent for small ships and have actually been reduced by 9.6 percent for intermediate sized ships of between 15,600 and 29,999 tons.

The unsubsidized shipping industry has long protested the inadequacy of the MARAD cargo rates on the grounds that they cannot compete for U.S. cargoes profitably enough even to replace their aging tonnage as it becomes obsolete. The interim rates presently in dispute did little to help owners of smaller vessels and put operators of intermediate size

ships at a worse disadvantage than ever.

When they were announced in December, SIU President Paul Hall denounced the interim rates as "arbitrary" and "absurd."

"If such policies are allowed to stand," Hall declared at that time in a protest to Commerce Secretary Alexander B. Trowbridge, "we cannot see how the already harassed unsubsidized companies can hope to replace or modernize existing vessels, let alone build new vessels, and the total effect can only mean further loss of jobs for American seamen and substantial disadvantage to our nation's trade and other needs."

Needs Denied

Prior to Gulick's most recent 30-day extension, scheduled to begin as soon as MARAD publishes notice of it in the Federal Register, there had been hopes the February 14 meeting at the end of the previous extension would bring about some equitable agreement, but the industry's needs were again rebuffed.

Michael Klebanoff, president of the unsubsidized American Trampship Owners Association, said it was "somewhat of a surprise" that the facts and figures of MARAD and the Little report seemed to be so far apart.

The president of the SIU-contracted Seatrain Lines, Joseph Kahn, declared that "the industry surely is not getting a fair rate" no matter what the studies show. He observed that all facts in the possession of MARAD are identical with those that Arthur D. Little had, so he thought the "numbers" should be identical.

Kahn warned the MARAD officials that if they didn't want to see the end of the independent U.S.-flag fleet, they must regard as an essential to the "rules of the

road" in any formula they devise, that the fair return to shippers must be figured not on the basis of a single voyage but on the basis of an average return of ten percent over a period of time.

Can't Break Even

Based on costs submitted by the shipowners, Little found that average rates needed to break even between the Gulf and India would be \$29.86 per ton for an intermediate sized T-2 of 21,000 dead-weight tons and \$42.95 per ton for a 10,000-ton AP-3. The interim ceiling rates for these voyages are \$26.89 and \$36.43 respectively. Needed rates for the same ships from the North Pacific Coast to India would be \$28.68 for the T-2 (against the ceiling of \$26.05) and \$41.89 for the AP-3 (against the ceiling of \$34.98).

Conclusions from its findings of fact were "clear," the Little report stated. These were:

- Present rate structures are unrealistic and even if contracts were awarded at today's ceiling rates, owners of neither small nor intermediate size ships could break even—let alone make a profit which would eventually allow modernization of their fleets.

- If owners are to average a 'fair and reasonable' rate (implicit in the cargo preference law but not defined) the ceiling rate must be substantially above the level at which the average is expected to fall. Since guideline rates are effectively ceiling rates, they should be set well above the level at which the average ship can make a fair and reasonable profit.

- "From these conclusions, it is logical to recommend that the rate ceiling should be immediately raised very substantially above the current interim levels."

SIU Protests Fishing Treaty Violations



Meeting with members of Congress from Massachusetts recently over Soviet fishing treaty violations were James Ackert, SIUNA Vice-Pres. and Pres. of the SIU-affiliated Atlantic Fishermen's Union, pointing out area of violation on map, and SIU Rep. Joe Algina. Present at the meeting were (l. to r.) Rep. James Burke, Rep. Hastings Keith, Ackert, Sen. Edward Kennedy, Rep. William Bates, Rep. Edward Boland, and Algina. The SIU charged that Red vessels were fishing New England spawning areas.

SEAFARERS LOG

Mer. 1, 1968 • Vol. XXX, No. 5

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

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

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

Passing The Buck



Seafarer Louis Field was presented with in-patient hospital benefits at the Staten Island USPHS hospital, New York, recently by SIU patrolman George McCartney. Things are going fine, reported Field.

The Pacific Coast

by Frank Drozak, West Coast Representative



A bill to outlaw the use of professional strikebreakers, such as those currently hired by the Hearst Corporation's Herald-Examiner, has been introduced by Assemblyman Edward E. Elliott (D-Los Angeles).

The measure (AB426) was initiated by the California AFL-CIO. It would bar employers from using professional strikebreakers and prohibit professional strikebreakers from seeking jobs with California employers.

It defines a professional strikebreaker as one who has in the preceding five years repeatedly offered his services to employers involved in strikes or lock-outs. "Repeatedly" is defined in the bill as meaning on two or more occasions aside from any current

offer. Need for this legislation is underscored by the ten-week-old strike at the Los Angeles Herald-Examiner where scores of imported strikebreakers have been identified as professionals.

California cities that have already banned professional strikebreakers include San Francisco and San Jose. The 11 states that have banned these parasites are Indiana, Pennsylvania, New Jersey, Massachusetts, Washington, Maryland, Michigan, Delaware, Louisiana, Rhode Island and Hawaii.

San Francisco

Shipping is brisk in this port. Among the vessels paying-off and signing-on are the **San Juan**, **Fanwood**, **Topo-Topa**, **Achilles**, **John C. Antinous**, **Enid Victory**, **Steel Apprentice**, **Steel Architect** and **American Pride**.

Seattle

J. R. Davis is back from a vacation in Alabama and is ready to sail again. His last job was as boson on the **Seatrain Georgia**.

C. J. (Cadillac Jack) Murray said he had a good gang on the **Penn Explorer**. C. J. was boson on the run to India. He had to get off to take care of some personal business.

Joe Pehdleton is waiting for a Far East run after a voyage on the **Minot Victory** as AB. Joe's been an SIU man for over 20 years.

Wilmington

Joe Barron returned to this port after a long trip on the **Seatrain New Jersey**. Joe is looking forward to a vacation.

Ben Broderick spent six months on the **Mount Vernon Victory**. After resting awhile, Ben is ready to sail as soon as he finds a good AB's job.

New Amendment To Shipping Rules

The Seafarers Appeal Board, acting in accord with the Collective Bargaining Agreement between the SIU and various employers, has amended Section 9, paragraph (A) of the Shipping Rules to read as follows:

"A. Unless otherwise specifically entitled thereto by these rules, all those who possess a Class 'B' seniority rating shall be entitled to Class 'A' seniority rating eight (8) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their Class 'B' seniority without break, and provided further that, on or after December 1, 1967, they will have completed satisfactorily the advanced course of training then currently offered by the Harry Lundeberg School of Seamanship for the department regularly shipped in."

The amendment was made on December 6, 1967.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Feb. 8, 1968 to Feb. 21, 1968

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	7	10	9	2	2	8	10
New York	53	41	35	25	6	182	105
Philadelphia	7	7	5	3	0	22	13
Baltimore	18	39	8	8	6	118	62
Norfolk	16	16	19	7	4	28	14
Jacksonville	12	10	13	9	10	17	11
Tampa	4	3	5	8	3	20	7
Mobile	17	16	12	6	2	90	9
New Orleans	45	59	48	36	2	176	101
Houston	29	30	20	19	5	129	76
Wilmington	13	10	7	9	10	39	1
San Francisco	28	53	21	36	17	71	6
Seattle	27	14	19	15	21	56	5
Totals	276	308	228	183	87	956	420

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	0	2	4	3	3	6	2
New York	31	56	23	46	16	121	97
Philadelphia	10	7	11	6	6	19	9
Baltimore	17	33	10	7	3	78	56
Norfolk	11	6	8	10	10	23	21
Jacksonville	7	3	8	6	12	11	8
Tampa	2	5	6	4	2	4	10
Mobile	15	14	10	9	3	49	61
New Orleans	40	47	34	38	8	94	117
Houston	27	26	26	20	4	87	84
Wilmington	12	15	13	17	9	20	0
San Francisco	24	39	16	28	16	47	9
Seattle	17	19	9	13	24	26	12
Totals	213	272	178	207	116	585	486

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	0	1	1	0	2	3	2
New York	44	19	27	11	6	125	39
Philadelphia	9	4	3	4	1	18	7
Baltimore	10	16	8	6	1	67	49
Norfolk	4	6	10	6	6	14	9
Jacksonville	7	5	5	5	9	6	6
Tampa	2	2	4	0	1	8	2
Mobile	9	13	7	5	0	16	5
New Orleans	55	24	37	26	4	198	97
Houston	14	13	16	18	4	80	40
Wilmington	2	5	7	6	3	18	0
San Francisco	43	28	18	8	40	49	4
Seattle	10	10	13	12	10	25	7
Totals	209	146	156	107	87	627	267

Subsidized Lines Have Advantage In MSTs Charters, AMA Charges

WASHINGTON—The American Maritime Association has urged that subsidized U.S. shipping companies be required by the Maritime Administration to return to the government part of the construction subsidy funds they have received when their vessels are chartered to the Defense Department for long periods in competition with the ships of unsubsidized companies.

Alfred Maskin, legislative director of the AMA—which represents 91 unsubsidized companies, including many under contract to the SIU—declared in a letter to acting Maritime Administrator James W. Gulick that the direct government assistance toward construction of their vessels gives the subsidized companies an unfair competitive advantage over the unsubsidized lines.

Stressing the fact that the government already requires suspension of operating differential subsidies for vessels of the favored operators while on time charter to the Military Sea Transport Service, Maskin maintained part of construction subsidies granted these operators should be recovered as well.

"The Administration properly requires that all operating differential subsidy payments for such vessels be discontinued during the period of this time charter operation," Maskin told Gulick, but "no requirement has been imposed that construction subsidy shall be repaid to the Administration for the time the ships are utilized under the MSTs charters."

MARAD supplies the nation's

14 subsidized shipping companies with direct financial aid, for both construction and operating differential, but this aid is designed only to give these carriers a cost parity with competing foreign-flag operators on international trade routes. The unsubsidized lines, however, receive no direct federal aid aside from legal restrictions which bar both subsidized American and foreign-flag vessels from U.S. domestic trade routes.

The AMA spokesman noted that his group operates 235 cargo liners, bulk carriers, tramps, tankers and other types of vessels, while the subsidized companies have some 300 cargo liners—many of which were built with government subsidies in order to offset the competition of foreign-flag ships, whose wage and safety standards are not on a par with the U.S.

However, Maskin stressed, when bidding for long-term charters with MSTs, the subsidized operators are at a competitive advantage because their costs are partially compensated by government funds.

"You can readily see," he wrote, "that it is impossible for vessels owned by our membership, many of which have been rebuilt at very substantial unsubsidized costs, to

compete for MSTs charter business with vessels whose capital cost is 50 percent or less of their actual cost."

Pointing out that some 35 subsidized ships have been chartered to MSTs since mid-1966, Maskin said the capital costs of these vessels was about half that of those built by AMA members because the government had paid about half of their construction costs.

Capital cost, the letter continued, is such a major element in the computation of charter hire that an unsubsidized ship can compete with one built on federal subsidy only if a share of that subsidy—equal to the proportion of the period of the time charter to the useful life of the ship—is recaptured by the government. This would put all vessels on an equal capital cost basis for the period of the time charter.

While conceding that the section of the Merchant Marine Act which provides that construction subsidy will be returned to the government if a vessel is used in domestic trades does not specifically apply to MSTs charters, Maskin said the "spirit of the statute, and the desire to maintain an unsubsidized as well as a subsidized fleet, requires that proportional recapture of construction subsidy be imposed."

AFL-CIO Exec. Council Raps 'Price Gouging' for Drugs

BAL HARBOUR, Fla.—American labor charged the nation's big drug companies with "betraying the public interest" and called on Congress to pass strong legislation to force down the price of prescriptions.

The AFL-CIO Executive Council handed down a five-point indictment accusing the major pharmaceutical companies of:

- "Promoting the sale of 'new' patented drugs which are less effective than established drugs not so protected.
- "Promoting the widespread sale of drugs of unproven clinical value thereby endangering the lives of persons afflicted with conditions for which there would be an effective cure if they were treated with available effective drugs.
- "Promoting over-use of drugs, particularly antibiotics, in spite of the accompanying danger of the development of resistant strains of disease organisms.
- "Promoting the sale of drugs having serious side effects when there are equally effective, less toxic drugs available.
- "Promoting the sale of drugs which have dangerous side effects for minor conditions that do not require drug therapy.
- "Confusing the practicing physician with a multiplicity of over 18,000 trade names."

The Executive Council statement charged that no major industry has been more "socially irresponsible" than the large pharmaceutical manufacturers.

It cited evidence uncovered at congressional hearings, first by the late Senator Estes Kefauver (D-Tenn.) and more recently by Senators Gaylord Nelson (D-Wis.) and Philip A. Hart (D-Mich.).

"The hardest-hit victims of the price gouging," the council said, "are the chronically ill aged" who find the cost "a crushing burden"—especially since prescription drugs are excluded from medicare.

The council praised Food & Drug Commissioner James Goddard for his efforts to administer existing legislation in the public interest but stressed that his legal authority is limited because "the law is not as strong as it should be."

Declaring that "the American people will never accept their health as a legitimate area for commercial exploitation," the Executive Council called for legislation to:

- Include prescription drugs under medicare, provide a national drug formulary, limit reimbursement for drugs under any federal program to the price for the generic—rather than brand name—product. Physicians should be required to prescribe by generic name when there is no question of quality differences, the council said.
- Give the Food & Drug Administration authority to compare the relative effectiveness of similar drugs and disclose the information.
- Reduce the price of drugs now kept artificially high by exclusive patents, and amend the patent laws to reduce the number of years a drug may be granted a monopoly.

The council statement noted that the major brand drug companies spend some \$600 million a year—or \$3,000 for each doctor trying to influence physicians to prescribe by brand name.

"The advertising pays off," the statement noted. "A great majority of physicians prescribe by brand name and the patient has to buy the expensive brand name drug. Organized medicine itself takes no responsibility for evaluating the relative effectiveness of drugs. Drug advertising revenues are an important part of the total budget of the American Medical Association."

The result of all this, the Executive Council charged, "is gouging of the customer."

LABOR ROUND-UP

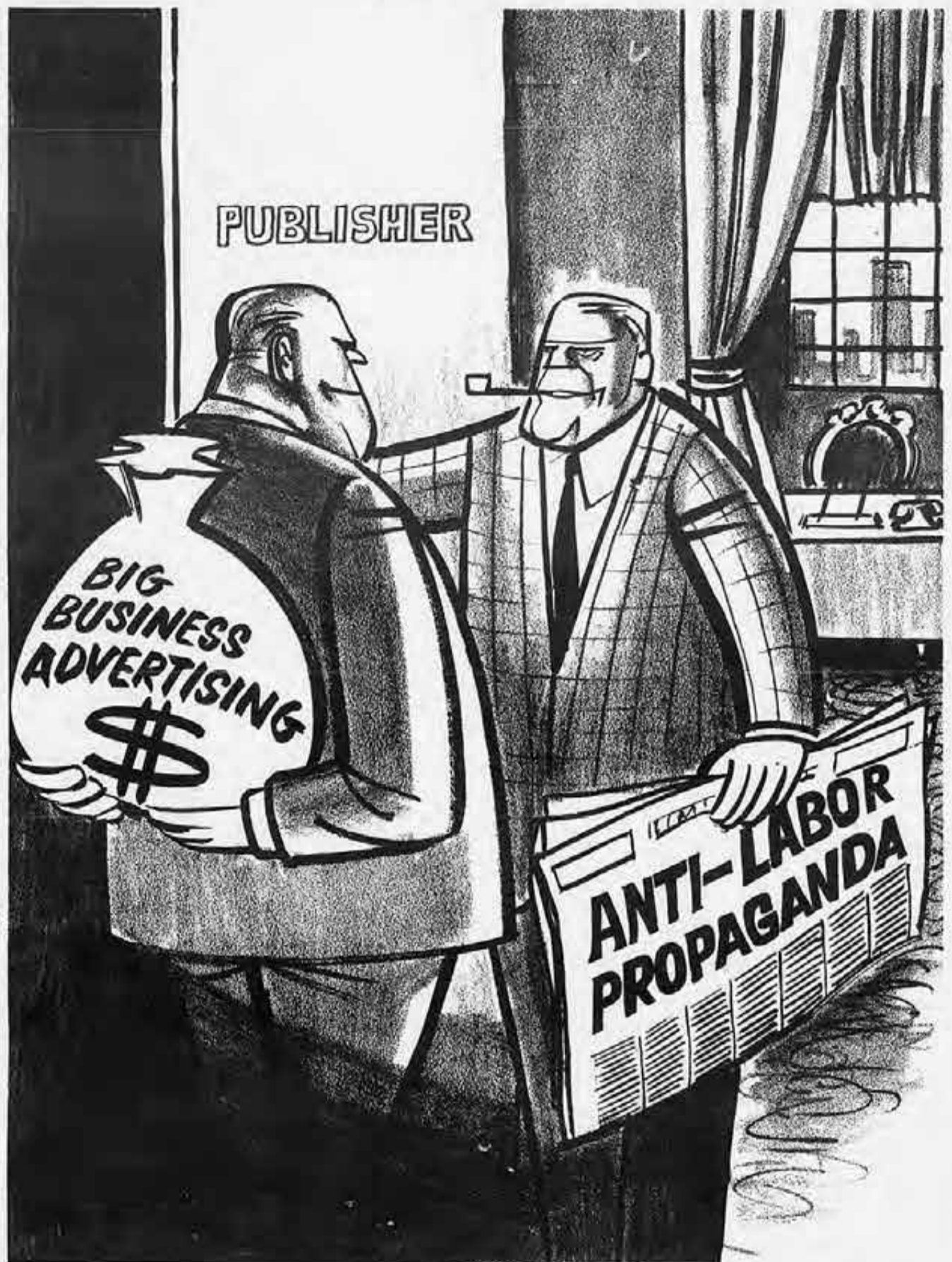
Henderson B. Douglas, director of organization for the Office Employees since 1953, has died after a long illness. He was 53. Born in Pittsburgh, Douglas became an organizer on the AFL staff in Washington in 1938 and was among those who helped organize employees of the Tennessee Valley authority when it was launched in the New Deal era. He died in a Ridgewood, N. J. hospital.

United Air Lines pilots, still working under a contract that expired nearly 14 months ago, took steps to see that their members don't run out of cash in the event of a strike. The Pilots executive committee for United Air Lines authorized its finance committee to negotiate up to \$30 million in bank credit to supplement the union's regular strike benefits of \$300 to \$450 a month that go into effect after 30 days of a strike. The union will be legally free to strike on Feb. 29. Issues still in dispute include the crew size on new short-range jets, salaries, job bidding and scheduling rules.

AFL-CIO Vice President Joseph Beirne has been appointed by President Johnson to a four-year term on the 15-member board that will direct the new Public Broadcasting Corp. Beirne is president of the Communications Workers. The semi-public, non-profit corporation and its board were created by the AFL-CIO-supported Public Broadcasting Act passed by Congress last October. Financed by federal and private funds, the corporation will promote quality educational programs on radio and television, make grants for programming expenses and set up a broadcasting library and archives.

President Lee W. Minton of the Glass Bottle Blowers has pledged full cooperation with the Federal Mediation & Conciliation Service in their efforts to settle the glass container strike, now in its third week. William E. Simkin, director of the service, scheduled a Washington meeting with both sides involved in the strike of 35,000 union members.

Even Swap



The strike of 60,000 copper workers against the Big Four of the copper industry—Kennecott, Phelps Dodge, Anaconda and American Smelting and Refining—is well into its eighth month with continued refusal by management to give an inch on labor's demands that they relinquish the stranglehold they have had on their employees for generations.

A great majority of our population may, with nothing but the mass-circulation news media to inform them, get the deliberately planted, mistaken impression that this great struggle between would-be feudal barons and 20th-century American workers is little more than a chess game between two otherwise friendly rival factions. This could not be further from the truth.

The industry couldn't care less about the legitimate demands of its employees and is not only reaping huge profits through imports from wholly-owned foreign facilities but clouding the mind of the American public on key issues of the home-front dispute as well.

Once considered a serious breach of ethics by responsible editors of press, radio and television, favorable "coloring" in general news coverage has become widespread in our country as "part of the deal" with good advertising customers.

Will Rogers once said: "I only believe what I read in the papers." He would retract that statement if he read many of today's

press reports of what is going on in the west he loved so well.

More and more we see, in newspapers long considered unimpeachable journals of true facts in a free America, shocking examples of how big business manages to distort the truth with coercion and threats backed by advertising dollars.

This lapse in the responsibilities of a free press is not unique. For management's coveted advertising buck there are, sadly, too many top executives in the communications media today who will not shun the invitation to poison public opinion in favor of the highest bidder. As in the case of the railway trainmen's strike last summer and the aircraft machinist's strike in 1966, there will be more irresponsible screaming about "a national emergency" when there is none.

No matter how tough it may get, the strike is the basic tool of the working man's fight for equality of rights. None of us can afford to see the copper workers denied the recognition by their feudal barons that they deserve in this presumably civilized year of 1968.

Regardless of the "impartial" press, with its head in the sand and the money trough, organized labor will see to it that the copper workers are brought up from the "Middle Ages" the commercial press would leave them in. They will not "limp away to fight another day" as the copper bosses hope they will but will win their fight for an equitable contract and working conditions.

Voice for Maritime Representatives In U.S. Fleet Policy Urged By Hood

SAN FRANCISCO—The "alarming deficiencies" of the American merchant marine must be laid directly to President Johnson's advisors' who seem oblivious to the dangers posed by the continued neglect of the U.S. fleet, the president of the Shipbuilding Council of America, Edwin M. Hood, charged recently.

He further assailed the fact experienced people from the maritime and shipyard industries are "rarely afforded" an opportunity to balance the views of those persons advising the President who are less knowledgeable in the maritime field.

Hood delivered his critical comments at the annual meeting of the Western Shipbuilding Association which met here on February 9th.

Attacks Complacency

Centering his remarks on the challenge offered by the Soviet Union's rapid progress in maritime, Hood deplored the Administration's complacency and its dependency on "worthless rustbuckets" for seapower. Seventy percent of the United States naval and maritime fleets are over 20 years old, he said, and should compel the country to assign high priority to a stepped-up seapower program.

Whereas the U.S.S.R. has taken delivery of over 100 ships annual-

ly for the past several years, deliveries of U.S.-flag merchant ships have averaged only 15 vessels per year, he said.

"Hundreds of merchant vessels built in World War II ride at anchor in mothball status," Hood continued. "The continuing worth of these reserve fleets in terms of today's varying and often sophisticated military commitments has become an issue of controversy with overwhelming expert opinion on the side of their being worthless rustbuckets."

"Some 300 ships in these fleets, most of which were restored to active duty for the Vietnam conflict at great expense, represent a costly, second-rate sealift capability. The 1,100 more uneconomic, inefficient and obsolete vessels which comprise the balance of the maritime defense reserve fleet are destined for the scrap pile."

Yet, in the light of all this, said Hood, "the policy makers still expound that these unreliable reserve ships constitute the back-

bone of our nation's shipping capability."

As evidence of the Government's outlook on merchant marine problems, Hood cited a recent unclassified report, prepared by the Maritime Administration, which stated that there was no reason to believe that the Soviet Union might dominate world shipping and which suggested "that we need not be alarmed about Russia's raidily multiplying seapower."

Hood also scored the Administration's maritime budget which he said might provide enough funds for a paltry three vessels, and asked if that might not be the "long promised" plan to revitalize the American maritime fleet.

"Why is it that the policy makers and those who advise the President," he asked, "are so impervious to the ocean challenge posed by the Russians?"

As a corrective measure, Hood proposed that Government consultation with maritime and shipyard industry representatives, who he claimed are rarely given the opportunity to present their views in the making of maritime policy, be made mandatory.

Last Timber Call at Westport



The SIU-contracted Yorkmar (Calmar) takes aboard the final load of lumber to be shipped from Westport, Oregon. This port on the Columbia River had been a lumber shipping port for 100 years.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



A new \$2 million soybean processing plant has been opened in Destrehan, La., by the Bunge Corporation. The plant was officially dedicated by the symbolic tolling of a ship's bell.

The bell was used to emphasize the importance of soybean exports to the U.S. balance of trade. About 40 percent of the nearly one billion bushels produced by this company are exported and 1,000 tons of soybeans can be produced each day into soybean meal and oil for export abroad.

New Orleans

The first Delta ship to sail since the strike was the *Del Mar*. Now on the South America run as a freighter, she has **Otto Pedersen** sailing as bosun; **Lloyd Schenk**



Roberts

Clarke

as chief electrician; **Owen Griffith** as reefer engineer; and **Aurelio Reyes** as cook and baker.

Mobile

Norwood Geno has completed a four-month trip on the *Montpeller Victory*. He has sailed from the Gulf area for 20 years under all deck ratings.

Also sailing on that ship was **Terrill Clarke**, who shipped as chief pumpman. He has registered again and hopes to catch another ship shortly.

Clyde Garner sailed as steward on the *Antinous* during a recent trip to Vietnam. "Hardrock" has been shipping from the Gulf for 20 years.

Joe Roberts, who now sails in the steward department, is ready and raring to go.

Houston

Shipping has slowed in this port; however, we have a number of ships scheduled to call during the next period.

The Houston Livestock show has started and we also have a rodeo in town, so everyone is wearing western gear. "Tex" **Strickland** had his ten-gallon hat ready for the occasion.

Unsubsidized Owners Urge Govt. Bar Military Cargo for Foreign-Built Ship

WASHINGTON—Three spokesmen for the unsubsidized American-flag shipping industry have strongly urged that the government refrain from awarding any and previously registered in Norway, which has been brought under U.S.-flag registry by States Marine Lines.

The request was contained in joint telegrams sent last week to Defense Secretary Robert S. McNamara and Vice Admiral L. T. Ramage, Commander of the Military Sea Transport Service, by Alfred Maskin, legislative director of the American Maritime Association; President Michael Klebanoff of the American Tramp

Shipowners Association and Marvin J. Coles, counsel for the Committee of American Tanker Owners.

Involved is the former Norwegian freighter *Norbeth*—now renamed the *Old Dominion State* and registered under the U.S. flag—and alleged plans for its use in the carriage of American military cargoes.

"Vigorous Opposition"

"Undersigned remind you," the telegrams said, "of their long standing vigorous opposition to any award of military cargoes on berth, voyage or charter basis to foreign-built vessels which, because of lower capital costs, provide unfair competition to American built ships."

"American dry cargo ships are now available for these cargoes and any award of cargoes to vessels built foreign or previously under foreign-flags would not only deprive American ships of the cargoes, but remove incentive for new American building . . ."

Any use of the *Old Dominion State* would "be contrary to assurances previously given to the American (maritime) industry by Military Sea Transport Service that no former foreign ships would be used so long as American-built ships are available," the telegrams pointed out.

The three industry officials also requested an early meeting with MSTs of all parties concerned to "clarify" the issue so that U.S. shipowners will be able to "proceed with future plans without fear of unfair competition from foreign-built or documented vessels."

SUP Concludes Balloting For Officials, Amendments

San Francisco—Results in the unionwide balloting for officials of the SIUNA-affiliated Sailors Union of the Pacific for the 1968-69 terms of office, and on the proposed amendments to the SUP Constitution and the SUP Shipping Rules, were approved unanimously by the membership at the regular SUP meetings held at headquarters and the branches on February 19.

The membership action followed the reading of the Balloting Committee's report, which showed that all incumbent candidates for office had been re-elected in the secret, two-month vote that ended January 31.

The position of Honolulu Port Agent vacated in January, 1967, by the resignation of Ragnvald Johansen and filled since that time by the Headquarters Third Patrolman, Bill Berger, went to Charlie Russo.

All four propositions on the ballot carried by well over the two-thirds majority vote required for passage under the SUP Constitution. They will become effective on March 4, 1968, fourteen days from the date the balloting report was approved by the membership.

A total of 2,915 members cast their ballots in this year's election. Here are the results of the voting for officials:

Morris Weisberger was re-elected to serve his ninth term as SUP Secretary-Treasurer since first accepting the union's top office in February, 1957. Jack Dwyer was re-elected to the position of Assistant Secretary-Treasurer.

Also re-elected at headquarters were Joe Pohorence, Dispatcher;

C. P. Shanahan, First Patrolman; Jim Dimitratos, Second Patrolman; Bill Berger, Third Patrolman; and Paul Dempster, Tanker Patrolman.

At Seattle, Port Agent Ed Coester and Patrolman John Battles were re-elected to office.

At Portland, incumbents Jim Dooley, Port Agent, and Bill Smith, Patrolman, were both re-elected.

At Wilmington, Port Agent Gordon (Blackie) Ellis and Patrolman Ray Murphy were re-elected to office.

Bill Armstrong was re-elected Port Agent of the New York branch and will once again work with Geert Pott, who was re-elected Patrolman.

In a six-man contest for the position of Honolulu Port Agent, the membership chose Charlie Russo to represent them in the Islands.

At New Orleans, incumbent Henry Johansen was re-elected Port Agent.

Re-elected to the five positions as trustees of the SUP Building Corporation were Morris Weisberger, Jack Dwyer, C. P. Shanahan, Jim Dimitratos, and Alex Wharton.

The five members who will represent the SUP next year as delegates to the SIUNA Convention are Morris Weisberger, Jack Dwyer, Jim Dooley, Blackie Ellis, and Bill Armstrong.

Vessel Sinks In Panama Canal; 63 Ships Stalled

BALBOA, C. Z.—Sixty-three ships were halted in their passage through the Panama Canal on February 25 when a Japanese vessel carrying 51,806 tons of iron ore struck a rock and sank in the canal. No injuries were reported.

While officials expected the channel to be open to traffic again within a few days, the Panama Canal's temporary closing adds to the difficulties imposed on ocean-borne commerce by the closing of the Suez Canal on June 6, 1967.

The Japanese ore carrier, the *Shozan Maru*, had been northbound on her way from Peru to Dunkirk, France. About 20 miles inland from Panama City in a section of the canal known as the Gaillard Cut, the ship struck a rock which tore a six-by-eight-foot hole in her bow. The bow sank to the bottom in 47 feet of water, but the stern remained afloat.



SHIP CHRISTENING IT WASN'T ALWAYS CHAMPAGNE

THE sun beams down. The cool salt breeze is refreshing. The crowd stands about, chatting, waiting. Then the officials on the platform, and the honored guest, are ready. The crowd is quiet. The guest lifts the ceremonial champagne bottle by its neck, and brings his arm back. Then, in a loud voice, he declares, "I christen thee the John Smith," smashes the bottle against the bow of the ship, and the mighty vessel rumbles down the slipway to its maiden voyage. The crowd cheers, camera shutters click, and another addition to the fleet has officially been made.

This is the ship christening ceremony as it exists today, a mixture of officiality and good cheer. But the history of ship christening goes back thousands of years to solemn and often inhuman religious rituals that were meant to appease the gods and insure safe voyages for the ships and their crews, even at the expense of human sacrifices.

Though a clear-cut record of the evolution of launching ceremonies is hard to come by, there is enough evidence to show a reasonable sequence of events.

Ellis, in "Polynesian Researches," tells that Fijians and Samoans used to make human sacrifices to their shark deities, and in Tahiti it was customary to shed human blood when canoes were launched or built. According to Mariner, in his book "Tonga", there was the grisly custom of using human beings as rollers on which to launch a ship, similar to the ancient Norse habit of tying human victims to the launching-rollers. This ceremony was known as "hlun-rod" or roller-reddening.

Fortunately, such customs in these areas have given way to more symbolic rituals, such as the offering of kava and oil to the sea-gods by the Tonga islanders.

Actual records of an offering to the gods upon completion of a ship date back as far as 21 centuries before Christ. An ancient Assyrian tablet gives an account of the Deluge and the construction of the Ark. As part of the religious ceremony connected with the Ark's completion, the tablet explains, oxen were sacrificed.

Religion took a major part in battles and ship launchings in ancient Greece and Egypt. At the battle of Salamis, the Greeks sailed their warships into battle only after having made sacrifices to the gods and having poured special drinks to Zeus, the Protector, and Poseidon, Ruler of the Seas. Here we see the part played by wine and water in the early ceremonies which has developed through the ages to the christening of ships with wine, water, and now, more commonly, champagne.

The religious aspect of blessing the ancient Greek ships was further described by Appian an ancient Roman historian.

"On the shores of the sea, altars were erected where their bases might be washed by the waves. In a semi-circle, the ships of the fleet were drawn about near by, their crews the while maintaining a profound silence. The priests in boats rowed three times round the fleet . . . adding prayers to the gods that ill-luck should not befall the vessels. Then returning to the shore, they immolated bulls or calves, the blood of which reddened the sea and the shore.

The aged manuscript, "A Discourse on the Navigation of the Portuguese", translated into English in 1579, gives the following fairly full account of the religious ritual followed by the Chinese upon completion of a ship:

"When they launched their ships into the sea at the first making, the priests go apparelled with garments, being very rich of silk to make their sacrifices in the poops of them, where the place of prayer is, and they offered painted figures, and they cut and burned them before their idols with certain ceremonies that they make, and sing songs with an unorderly tone, sounding certain little bells. They worship the devil, where they have him painted in the forepart of the ship, because, as they say, he should do no hurt to the ships. In all this discourse they are eating and drinking at discretion."

Such religious zeal reached a peak in the Middle Ages, when ships were named after saints and no craft was sent to sea without its shrine and idols. Guerin's "History of the French Navy" tells that the ships of Louis IX, when he sailed for the Holy Land in 1248, each had an altar and a priestly entourage. As with the shrines of the ancient Greek and Roman ships, the altars were placed in the "poop" deck, the highest rear deck of the ship. In fact, the name "poop" deck comes from the Latin "puppis", the name that used to be given to the honored after-deck where "pupi", or small statues of deities, were enshrined.

In 1488, when the ship Sovereign was launched in England in the presence of Henry VII, the renovated ship was renamed and quite regally blessed, according to records, with "a mitred prelate with attendant train of priests and choristers, crozier in hand, with candle, book, and bell, and holy water stoup" performing the benediction.

However, with the coming of the Reformation under Henry VIII, the Church of Rome no longer partook of such ceremonies there, and through much of Protestant Europe, whatever remained of the ritual was generally devoid of religious significance.

But the pomp remained. At the 1610 launching of the British ship Prince Royal, wrote one of the master shipwrights, Phineas Pette, "The noble Prince (Henry), himself, accompanied with the Lord Admiral and the great lords, were on the poop, where the standing great gilt cup was ready filled with wine to name the ship so soon as she had been afloat, according to ancient custom and ceremony performed at such times, and heaving the standing cup overboard. His Highness then standing on the poop with a selected company only, besides the trumpeters, with a great deal of expression and princely joy, and with the ceremony of drinking in the standing cup, threw all the wine forwards towards the half-deck, and solemnly calling her by the name of the Prince Royal, the trumpets sounding the while, with many gracious words to me, gave the standing cup into my hands."

A custom that lay close to the hearts of the people was followed in Catholic France, in the 18th and early 19th centuries, and was similar to the baptism of a child. A god-father and god-mother were chosen; often they were children. The god-father would present a bouquet to the god-mother, and then both would pronounce the name chosen for the ship, and the priest, who would repeat this and declare the vessel so named, would sprinkle the bow of the ship with holy water and give a benediction.



On the other hand, as charming and simple as that part of the French christening was, the launching ceremony also had its grisly side. It was customary in France to remove all devices preventing the ship from sliding into the water but a single beam, known as the "dog-shore", which was propped between the vessel's stern post and the slipway, and alone restrained the great hulk. The hazardous task of chopping this beam in two in order to release the ship was assigned to a volunteer from among the convicts in the galleys. This man would position himself between the launching ways and under the craft looming above him, and, at the signal, he would begin to chop the beam. If he was quick enough, he might escape with his life by leaping into a special pit before the vessel careened down upon him. If he lived, he was rewarded by receiving his freedom. But more likely, the poor fellow was either crushed or horribly maimed, seeming to perpetuate the ancient sacrifices of the Norsemen or the South Sea Islanders.

Great religious significance came to be attached to ship ceremonies in Britain in the late nineteenth century, when the Queen of England, it is said, originated a religious service at the launching of the Alexandria in 1875. The ritual developed into a full choral service including extracts of the 107th Psalm, beginning with the 23rd verse, and coupled with a special prayer. The benediction was in accordance with the Church of England and therefore used no holy water, but it was followed by a civil ceremony in which a bottle of wine was smashed across the ship's bow after a sponsor had named her.

The benediction over British vessels dates back by actual record to 1390 when, according to St. Denys' account of a particular seafaring expedition, "the ships were blessed by the priests."

In pre-Soviet Russia, the Greek Church is reported to have taken a major part in ship christening ceremonies. As Robert K. Jerret, writing in the 1909 U.S. Naval Institute Proceedings, explains, "The service includes the blessing of the ship in detail—the officiating priest and his attendant acolytes and choristers marching through all the decks, burning incense, carrying lighted candles, and sprinkling the craft everywhere with holy water—all the while prayers are read and chants are sung. When the ship has thus been blessed the crew are assembled before an altar especially reared for the occasion within the vessel, and, after the craft's colors are blessed, each member steps forward to the altar, kisses the priest's hand, and receives the benediction of the church." Wine was used only in the secular ceremony, in which the bottle was smashed across the bow.

In America, christening and launching ceremonies gained a limited amount of pomp and tradition from England, and were given no religious significance.

It has been noted that the famed frigate Constitution was christened with a bottle of water in 1797—two times; in each case, the ship got stuck and refused to slide into the water. Finally, she was launched on the third effort, but only after having been baptized "with a bottle of choice old Madeira, from the cellar of the Honorable Thomas Russell, a leading Boston merchant," according to Rear-Admiral George H. Preble's history of the Boston Navy Yard.

In 1858, three sponsors—among them, then-Lieutenant George Preble—each christened the U.S.S. Hartford. As the ship touched water, one sponsor broke a bottle of Connecticut River water across the ship's figurehead, one smashed a bottle of Hartford Spring water, and one emptied a bottle of sea water on the vessel's bow.

While the significance of each bottle of water is plain, the ceremony was a joyous one but apparently took place with little realization of the lengthy and varied history of the ceremonies ships have gone through around the world. What was born in the pagan mind to appease the gods, and evolved into complex religious ritual has become both a vestige of the past and a show of pride in our mighty and powerful ships of today.

Building Trades Pledge 'Full Support' To Extend Job Training Programs

BAL HARBOUR, Fla.—Presidents of the 18 AFL-CIO building trades unions meeting here recently, adopted a blueprint for "affirmative action" to bring more Negro and other minority group workers into apprentice training.

They also pledged cooperation with efforts to use the model cities program as a means of opening up job and training opportunities for residents of the inter-city slums.

In both programs, the Building & Construction Trades Department and its affiliates will work closely with government, employer and civil rights organizations.

BCTD President C. J. Haggerty said the action programs are a follow-up to the policy resolutions adopted at the department's convention last December. The convention said the building trades "will not tolerate discrimination" and will work to expand job opportunities for minority groups.

Programs Endorsed

The department's executive council, joined by the presidents of all 18 affiliates, voted a strong endorsement of the cooperative programs planned for 48 cities. These programs are already in progress in 31 cities.

They typically involve government financing with sponsorship by unions and groups such as the Workers Defense League and the Urban League. They seek out qualified candidates for apprenticeship programs and provide "catchup" classes to help otherwise qualified applicants overcome educational deficiencies.

The union presidents called on local unions to work actively with these programs and others that will be started. They urged locals

Seizure of U.S. Fishing Vessels Scored by Pelly

WASHINGTON—Representative Thomas Pelly (R-Wash.) has introduced a bill in the House of Representatives that would call for the return of American vessels on loan to Latin American nations which seize U.S. fishing vessels in international waters.

The Congressman said his bill would apply to all nations which have American ships under loan.

He cited several instances in which Ecuador had actually used American vessels on loan to seize American-flag vessels in international waters.

On January 7, 1967, he said, that country employed the Cayambe, a U.S. tug on loan, to capture three American fishing boats between 35 and 51 miles off the Ecuadorian coast; on July 4, 1967, Ecuador used the U.S.-loaned Esmeraldas, formerly the patrol boat USS Enice, to seize an American ship 24 miles offshore; and on August 3, 1967, the Esmeraldas was again used in the seizure of two American fishing vessels.

Under Pelly's bill, if the country seizing American vessels in international waters with a United States loan vessel fails to reimburse the U.S. Government for any fines imposed, the President "should terminate the loan to such nation of our vessels."

to "explore mutual problems" with organizations representing minority groups in the community.

In a letter to Labor Secretary W. Willard Wirtz, Haggerty said the building trades policy is one of "full and voluntary support of government efforts to eliminate, once and for all, discrimination on the basis of race, creed, color or national origin."

Haggerty said the building trades will make "maximum utilization of responsible civil rights organizations willing to join in a cooperative effort" to make the program work "with full recognition of the necessity for industry to formulate its requirements for employment and entry in the trade."

In reply, Wirtz commended the unions for "the forthright position" they have taken in voluntarily "recognizing and meeting social responsibilities."

Wirtz indicated that the Labor Department will continue the anti-discrimination regulations of the Bureau of Apprenticeship and Training and not seek to impose a numerical quota system, which the unions strongly oppose.

He wrote Haggerty that the "affirmative action program" adopted by the building trades presidents would "represent a strong and progressive forward step toward answering, once and for all, complaints that building trades unions may not be exerting their best efforts in full support of private and public action to eliminate discrimination."

On the model cities program, the unions offered "full cooperation" to the rehabilitation of slum neighborhoods.

The law requires a "maximum opportunity" for residents of the areas being rehabilitated to obtain jobs and job training.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The SIU's Great Lakes District is opposing District 50 of the United Mine Workers in a representation election for 115 employees of the Norfolk and Western Railroad here.

The Norfolk and Western Railroad operates three carferries on the Detroit River which transport railway cars from Detroit to Windsor, Canada. These vessels operate around the clock, 12 months a year. They alternate three crews on each vessel which include firemen, oilers, wheelmen, lookouts and deckhands.

Although most voting will be done by ballot box, a provision has been made to allow a mail ballot for those men ill, disabled or on vacation.



Rafferty



Harmon

We are midway through the lay-up season and expect an early fit-out if the mild weather continues. Registration has been slow with only a dozen or so members registered in each department.

Now that most of the bugs have been removed from vacation plan filing, checks should be processed within a two-week period from the date of filing.

Cleveland

The 1968 season is expected to get off to one of the earliest starts in years, weather permitting. One company has scheduled the last week in March as get-away week.

The Cleveland Port Council is in the reactivation stage with two meetings held and another set for March 8. Turnouts have been very good.

A number of inquiries have been made about joining the union and we have sent information to would-be members.

Duluth

Congratulations are extended to Douglas Smith, Frank Hardt, and Gary Dunne for passing the radar test qualifying them for original mates license.

The three men studied at the SIU-AMO sponsored school in this port. We wish them lots of luck in their new career as officers.

Jack Wallan, AB, just returned from shipping in the West Coast area. Woody Rentro, AB, has been discharged from St. Mary's Hospital. Rags Melander, second cook, is recovering from a hernia operation.

The weather is mild and if it continues, we expect to have an early fit-out.

Toledo

Delegates to the Toledo Port Council heard John Gilligan, endorsed by the Ohio Democratic party to unseat renegade incumbent Frank Lausche for U. S. Senate, speak on the progress of his campaign.

Gilligan is supported by a number of Port Council representatives who see in him a candidate favorable to labor-supported legislation.

Several members of the SIU are attending the SIU-AMO School in this port. Subjects range from engineering and navigation to stewards courses. The stewards school graduated 22 men recently. Among those receiving stewards certificates and awaiting assignment in that capacity are Richard Harmon, Robert Rafferty, Don Schefke, John Taylor, John Vernon and Paul Werynski. Graduates can earn as much as \$1,250 per month.

Last month, the David Thompson, Paul H. Townsend and Diamond Alkali arrived in Duluth and Sturgeon to lay-up. Arriving on the scene was Duluth port agent Jackie Hall to assist the men in filling out vacation and other benefit forms. Shipping was good on the Great Lakes in 1967.



Duluth Port Agent Jackie Hall, seated, visited the Diamond Alkali in Duluth, recently. Charles Murphy, porter, prepares to fill out form for vacation check.



David Thompson wheelsman Dave Gowans fills out vacation form in Sturgeon. Looking on are crewmen Jack Vier, wheelman, Joe Kozyrie, bosun and port agent Hall.



Robert Ferguson received his oiler's rating at Duluth upgrading school. He sailed last season on Paul H. Townsend.

Harry Stockman (left) and Ross Gowans, discussed the season's sailing with Jackie Hall. The SIU Great Lakes District veterans sailed as wheelmen on the Diamond Alkali.



'The Union Will Always Help'

To The Editor:

Please thank everyone for the help they gave us when my brother, Isidore Levy, died on December 18.

My brother always said if I need help, go to the Union. He said it was the best Union and they always help when you need them. I also thank you for the check.

Mrs. Freda Landi
Brooklyn, N. Y.

Seafarer's Widow Thanks The Union

To The Editor:

I want to thank you all for what you did for my husband and me.

I also want to thank the USPHS Hospital for their help, and the Union for the check they sent me. Thanks for everything.

Sincerely,
Mrs. Beatrice Dufrene
New Orleans, La.

LETTERS To The Editor

LOG Feature Cited By Senator Clark

To The Editor:

Your February 2 doubletruck feature, "The Sea: A Solution To Famine," is an excellent job of writing.

We'd like to inquire whether this is an original feature with the LOG? It is possible Senator Clark may wish to put it in the Congressional Record.

Les Finnegan
Staff Member
Senator Joseph Clark, (D-Pa.)

Editor's Note: The LOG feature, "The Sea: A Solution To Famine," was independently researched and written by the LOG staff.

Has Two Sons Sailing With SIU

To The Editor:

I have two sons that have attended the Harry Lundeberg School of Seamanship and a third that will enter shortly.

I'm very proud of my merchant seamen. I also enjoy reading the LOG. When my son Ronald joined the SIU, we discussed the news events published in it.

Carl, the second to enter the Union, is a messman on the Herminia, sailing to Vietnam. He is 17 years old and had never left West Virginia. He will sign up again as soon as he returns from this voyage. If any mothers or wives of his shipmates would like to write me, I would enjoy hearing from them.

Sincerely,
Mrs. Jenneva Guthrie
7124 1/2 Kanawha St.
St. Albans, W. Va.
25177

Fleet Upgrading Urgent Need

To the Editor:

It seems to me that we can't waste much more time waiting

for someone to do something about a modern American maritime fleet. Our fleet must be ready to go at all times, and we mustn't be made to rely upon foreign-flag vessels for any military needs that might develop.

The merchant marine is the only vehicle capable of carrying the men and materiel to the front on a steady basis. Its development would not only aid the war effort, but, unlike McNamara's FDL's, would pay for itself in peacetime.

Construction of a modern merchant fleet would open up thousands of jobs at shipyards. It would call for increased activity in related industries. It would shrink unemployment and pump new life into the economy.

Peacetime use of modern merchant fleet might help the country engage in increased worldwide commerce, would aid our balance-of-payments deficit. And again, it would provide jobs for thousands of men, either as seafarers or in related areas.

Research and development of a modern maritime fleet might also bring new advances, such as the developments of the space program have done. Already, private firms and the U.S. Navy are experimenting with hydrofoil ships, and hovercraft; some of these, I have read, are to travel over the seas at as much as 100 knots. A vigorous program to apply these advances to a modern merchant fleet would go a long way toward upgrading U.S. shipping.

But it can only happen if those who have the power to breathe life into the industry understand its great potential.

Arthur Logan

Arizpa Crewmen Aided Seafarer

To the Editor:

I would like to take this opportunity to thank the Captain, officers and crew of the Arizpa (Sea-Land) for the aid and assistance they extended in getting me off the vessel in time to be home during the illness and death of my wife.

Also, my family and I would like to thank the officials and membership of our union for their sympathy and attention in this most trying of times. Thank you very much and it's good to know that the brotherhood of the sea is flourishing strongly. Long may our banner wave.

Clifford Martin
M-1094

Copper Companies' Tactics Rapped

To the Editor:

Talk about "fairness"! Isn't it amazing how the management of Anaconda Copper Company, where workers have been struggling for their rights for months against this industrial giant, has stated that it would only be fair for the strikers to go back to work so that negotiations can continue? What kind of double-talk is this?

I'd hate to think how the copper workers might be treated if they didn't have a good union behind them to support them in their fight.

Ralph Zenowski

Veteran Seafarer Recalls Parade Of Celebrities on the Del Norte

Veteran Seafarer Bill Kaiser has many fond memories of his years as steward on the Delta lines passenger ship Del Norte, which had as its guests many representatives of government, stage, screen and radio, religious missionaries and the late Cornelius Vanderbilt III "who went around the room collecting cigarette butts from the ashtrays."

Brother Kaiser recalled for a LOG reporter recently some of the well-known people who had been regular visitors on the Del Norte. "I remember Cornelius Vanderbilt III, quite well," he said. "On one trip, we had a costume party aboard and Vanderbilt came to the party as a bum. He went around the room collecting cigarette butts from the ashtrays."



Kaiser

"I remember another occasion when Vanderbilt asked a ship's purser to run off some post cards on the vessel's mimeograph machine to be sent to some of his friends like General Eisenhower and Bernard Baruch, telling them what a good time he was having," Kaiser related.

Never Stayed Ashore

Arthur Brown, who was a prominent member of the stock exchange, would take a trip every winter, Seafarer Kaiser told the LOG. "When the ship arrived in port, he would walk to the other end of the dock and take another Delta ship back to New Orleans. He didn't spend any time at all ashore, just traveled for the relaxation he got at sea," said Kaiser.

Among the movie and stage performers to sail on the Del Norte were Janet Gaynor, a big star of the early talking films and her husband, the late costume designer, Adrian, along with Joanne Dru and Mary Martin. "Actually said Kaiser, Mary Martin was a regular on the Del Sol. She and Janet Gaynor and her husband had homes in Brazil, so they were frequent travelers with Delta. Jack Alton, a leading cameraman at MGM, would sail on the Del Norte early every year."

Celebrities were really only a small part of Delta's passenger

business. The type of people who traveled on the Del Norte and her sister ships were mainly retired people enjoying a pleasure cruise, business men or engineers working for companies with offices in South America, and missionaries.

Missionaries Popular

"The missionaries were quiet, family types, rarely the fanatic of the dime novel," Kaiser pointed out. We had a few who wouldn't take grape juice because it represented wine, "but most were just average and very likable. The missionary who comes most readily to mind was Alma Jackson. She weighed about 300 pounds. Miss Jackson was always a favorite among the passengers and crew and was a very pleasant woman."

In December of 1966, the ship was visited by Congresswoman Leonor K. Sullivan of the Third District of Missouri. Mrs. Sullivan addressed the crewmembers,

an account of which appeared in a January, 1967, issue of the LOG.

The Del Norte can accommodate 120 passengers. Kaiser, as steward, considered his greatest problem the fact that there is always someone who wants "something special" like a certain diet or a food that might otherwise not be on the menu.

Movies were held every second night during a voyage. In addition such entertainment as bingo, cocktail parties and costume balls were held. Each party would offer a different theme, such as Latin, Chinese or Italian night, or a Neptune party. Of course, the more congenial the passengers, the more frequent the parties, added Kaiser.

The cabins, which were 30 feet deep and combination living and bedrooms were considered among the finest accommodations available by the ship's passengers, many of whom have stayed at some of the best hotels in the U.S. and South America.

PERSONALS

Tony Prescott

Please get in touch with your mother in regard to a very important matter. The address is Mrs. Stephanie Feddern, Apt. 321, 631 Stimson St., Detroit, Mich., 48201. Or call 831-9101.

Frank Throp

Have a buyer for property. Please send address to Margaret Throp, 4402 Virginia Lane, Dixie Groves, Holiday, Fla. 33589., so that papers can be mailed.

Justo Velasquez

Please phone Rosalina Rodriguez at 865-9108 in New York City in regard to an important matter.

Kenneth A. Sharp

Please contact your mother, Mrs. Geraldine Sharp Messick, 3343 Crestridge Drive, Dallas, Texas 75228, as soon as possible. She is anxious to hear from you.

Clem Raborn

Your wife would like to hear from you as soon as possible. Contact her at 607 Black Horse Pike, Haddon Heights, N.J. 08035.

Urbain LaBarrere

Your sister Henrietta is most anxious to hear from you at your earliest opportunity. Contact her at 6105 N. Rampart St., New Orleans, La., 70117.

Andy Castelo

Please contact Charles J. Walters at 408 Church St., Baltimore, Md., as soon as you possibly can.

Frank Panette

Please get in touch with Thelma Wise, 117 Barritt Ave., Holtsville, L. I., New York 11742, as soon as possible.

Kenneth Fike

Jim Potts would like you to contact him at 125 Main St., Brookville, Pa. 15825, as soon as possible.

Rudolph Cefaratti

Your mother has the following message for you: "We have your income tax papers at home. Notify us where you want them forwarded."

William Osborne

Contact your wife as soon as possible or call 369-1399.

SIU Lifeboat Class No. 194 Casts Off



These men are the latest graduates of the SIU lifeboat school in Brooklyn. They passed Coast Guard examinations and received lifeboat tickets. Kneeling in front row: Ian Robertson and Charles Nicola. Second row, L to R: Paul Flores, Bill Bertrano, Dennis Maupin and William Lofton. In back row: Instructor Paul McGaharn, Charles Reading, Clem Starck, Roy Johnson and James Harris.

From the Ships at Sea

Ship's delegate **R. Eden** told his fellow Seafarers aboard the **Cape Saunders** (Sea-Land) that headquarters has been contacted by cablegram regarding the type of currency to be issued for draws. It was learned that the draws in Vietnamese ports "will be in local currency," Eden reported. **E. Heacox**, meeting chairman, writes that **F. O. Airy** has assumed the duties of treasurer. All department heads write that "everything is running smoothly with no disputed overtime." A suggestion was made that each Seafarer donate \$5 to the ship's fund. The ship has been calling at ports in the Pacific.



Heacox

"This is an old C-2 and we are very proud to say that we are all 20-year men. It's just like old home week," writes meeting chairman **M. J. Dunn** from the **Alcoa Master** (Alcoa). Meeting Secretary **John Whited** reports that **Bob Rudolph** has been elected to serve as ship's delegate. Whited wrote that the steward assured the men that "any suggestion for a better menu will be taken care of." The ship is heading for Casablanca, Tunisia and Spain, reports Brother Whited.



Whited

Meeting Chairman **H. Thomas** reports from the **Fairisle** (Pan Oceanic Tankers) that "the traditional outdoor charcoal dinner had to be cancelled for this trip, due to the explosive cargo aboard." Nevertheless, it's been a good trip with no beefs reported by delegates. **Ira Brown**, meeting secretary, re-



Brown

ported that the ship's fund has \$32.15 in tow. Any donations for the TV fund will be gladly accepted, reports Brother Brown. **Filippo Carlino** was elected to serve as ship's delegate.

A fine chief steward and a top bosun have helped make the recent voyage of the **Mount Vernon Victory** a pleasant one, reports ship's delegate **E. Hardcastle**. **Charles White** ran a fine steward department that provided the best in food and service and **Harvey Trawick**, bosun, did a fine job "keeping a clean ship, SIU style." Seafarer **Hardcastle** reported. Meeting clerk **George Byoff** reported "no beefs, plenty of draws and the ship is running smoothly." The vessel has called at Subic Bay, Persian Gulf and Yokohama.



Byoff

Ship's delegate **John Devine** reported to Seafarers on the **Trans-globe** (Hudson) that the captain could not issue draws in American money in the port of Da Nang. Crewmembers have been asked to donate \$3 each toward the ship's fund. Meeting Chairman **Jerry Broadus** assured the crew that delegates will back up any legitimate beefs, **Fred Lynum**, meeting secretary, writes that **R. Sohl**, was elected deck delegate, **W. Morrison**, engine delegate and **B. McNally** will represent the steward department.



Sohl

The **Vantage Progress** (Pioneer Maritime) is shuttling back and forth between Vietnam and the West and things are going along pretty well, writes meeting secretary **Bobby Stearman**. Ship's delegate **Stavros Petrantes** informed that "repairs are being made and water tanks will be cleaned and cemented in the first foreign port." **Jimmie Bartlett**, treasurer, told his shipmates that they have \$28.50 in the kitty. A vote of thanks was extended to the steward's department for a job well done and the steward, in turn, thanked the deck department for helping keep the pantry and mess-hall clean.



Petrantes

CITIES SERVICE NORFOLK (Cities Service), February 2—Chairman, **W. Morris**; Secretary, **S. Castle**. Brother **Ricardo Rodriguez** was elected to serve as ship's delegate. Motion was made to write to the Seafarers Welfare and Pension Plan requesting clarification on death benefit and retirement plan. Few hours disputed OT in deck department.

TAMARA GUILDEN (Transport Commercial), February 4—Chairman, **Darrell Chafin**. Brother **E. J. Rogg** was re-elected to serve as ship's delegate and was given a vote of thanks for a job well done. No beefs and no disputed OT.

OCEAN ANNA (Maritime Overseas), January 21—Chairman, **Mack Chapman, Jr.**; Secretary, **Pete Triantafyllou**. Ship's delegate reported that there are no beefs and all is well in all departments.

STEEL AGE (States Marine), February 4—Chairman, **J. T. Dickenson**; Secretary, **F. T. Motus**, \$6.95 in Ship's funds. Some disputed OT in deck and engine departments. Motion was made that ship be fumigated. Vote of thanks was extended to the entire steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

FAIRISLE (Pan Oceanic Tankers), December 16—Chairman, **H. Thomas**; Secretary, **Ira C. Brown**, \$32.15 in ship's fund. No beefs were reported by department delegates. Brother **Filippo Carlino** was elected to serve as new ship's delegate. Various topics were discussed, mainly the need for a retirement plan for men with lengthy service. Resolution concerning same to be drawn up.

COLUMBIA TRADER (Columbia), January 23—Chairman, **C. L. Owen**; Secretary, **John Routson**. Brother **R. E. "Hobby" Gennon** was elected to serve as ship's delegate. No beefs were reported by department delegates.

ALCOA MASTER (Alcoa), February 11—Chairman, **Michael J. Dunn**; Secretary, **John Whited**. Brother **Bob Rudolph** was elected to serve as ship's delegate. Department delegates reported that everything is running smoothly.

CAPE SAUNDERS (Sea-Land), January 20—Chairman, **E. Heacox**; Secretary, **R. Eden**. It was suggested that each member donate \$5.00 to build up a ship's fund. Motion was made that the maintenance and cure be raised from \$8.00 to \$16.00 per day in accordance with the higher cost of living. Motion was made that crewmembers receive port time between 5 P.M. and 8 P.M., the same as the mates and engineers.

WHITEHALL (Whitehall Navigation), January 14—Chairman, **Earl C. Gilbert**; Secretary, **J. G. Lakwyk**. Few hours disputed OT in deck and engine departments. Brother **Gordon D. Wheeler** was elected to serve as ship's delegate.

Seafarers Use Paint, Wire and Wax To Launch Sea-Going Mail Buoy

A five-gallon can painted "international orange" with the legend U.S. mail printed on the side was the conveyor of Christmas greetings for the crew aboard the SIU-contracted **Loma Victory**.

Seafarer **Otto Pedersen** described this unique system for delivering mail to a LOG reporter while the ship was docked in New York recently.

Seafarers on the **Loma Victory** (Delta) were unable to get home for Christmas and lacked time to get letters off from a Post Office, so, according to Seafarer **Pedersen**, they devised a unique system for delivering the mail off the coast of Honolulu, Hawaii.

"Captain (Joseph) Trannish suggested that the men build a mail buoy," said brother **Pedersen**, who was bosun on the voyage. "I didn't think it would work and neither did a number of other men, but we decided to try it."

Building the mail buoy was a simple operation, lasting a few hours. Working on deck with **AB Cecil Futch**, **Pedersen** explained that they used a pair of five-gallon paint cans, weighted at the bottom with cement so it wouldn't sink to the bottom of the ocean. "Then we bent the flaps over and placed the mail into the buoy, which was then sealed. We wired it together and used melted wax, placing it around the can by the lid. Then we took a stick and wired it to the can," the bosun related.

Before they cast it afloat, the crew tested the can for leaks for three days. After they saw it was buoyant, the can was painted "international orange" and U. S. Mail

was written on it. "We even built a little U. S. flag," said **Pedersen**.

A radio message was sent to the Coast Guard reporting that they were dropping the crew's mail fully stamped in a mail buoy one mile South of the Honolulu channel buoy. Just to give a potential finder more incentive to mail the 25-odd letters, the message continued: "There is ten bucks in it for Christmas presents for whoever picks it up."

The **Loma Victory** was "going full-speed when we placed a cargo line through the handle and lowered it into the water," **Pedersen** explained. "Some of the men were still skeptical about it working, but it did. A small craft found the buoy and mailed the letters."

Wife Receives Mail

Mrs. Pedersen was among those who received mail about seven days from the time the buoy was lowered into the sea.

Brother **Pedersen** said that the crew heard about the buoy being found on the radio. "The man who found the buoy contacted the Captain later on. I've never heard of anything like this before," **Pedersen** explained, adding that the "Captain probably suggested the idea as a way of breaking the monotony of the long return trip from Vietnam."

Oiler **Howard Menz**, whose sister received a letter at her Pennsylvania home, said that "it was a real event on this ship." An article on the **Loma Victory's** unusual mailing system was carried in New Orleans papers, the Associated Press and the home-town papers of several crewmen.

SIU ARRIVALS

Debora Ann Spiers, born November 3, 1967, to Seafarer and Mrs. **T. H. Spiers**, Columbia, Mississippi.

Mark LaGasse, born December 21, 1967, to Seafarer and Mrs. **Robert E. LaGasse**, Woodside, N. Y.

Richard Paul Baraldi, born September 21, 1966, to Seafarer and Mrs. **Richard Baraldi**.

Randy Parkes, born January 18, 1968, to Seafarer and Mrs. **Robert J. Parkes**, Bogota, N. J.

Loren Henderson, born January 28, 1968, to Seafarer and Mrs. **R. E. Henderson**, Brooklyn, N.Y.

Kim Marie Novelli, born January 16, 1968, to Seafarer and Mrs. **Anthony D. Novelli**, Highlands, Texas.

Gary Chadwick Arch, born December 31, 1967, to Seafarer and Mrs. **Joseph G. Arch**, New

William Outlaw, born December 10, 1967, to Seafarer and Mrs. **Robert Outlaw**, Baltimore, Md.

David Trent, born November 15, 1967, to Seafarer and Mrs. **John Ellis Trent**, Mobile, Ala.

Kathleen Grace Hutchinson, born August 14, 1967, to Seafarer and Mrs. **Stanley J. Hutchinson**, Baltimore, Md.

Robert Harold Newgren, born January 19, 1968, to Seafarer and Mrs. **Thomas R. Newgren**, Duluth, Minn.

Martin O'Ferrell, born January 13, 1968, to Seafarer and Mrs. **Johnny W. O'Ferrell**, Pritchard, Ala.

Rosalio Urbina, born January 23, 1968, to Seafarer and Mrs. **Francisco Urbina**, Galveston, Texas.

Chester Raymond Wescott, born October 23, 1967, to Seafarer and Mrs. **Raymond Wescott, Jr.**, Manteo, N. C.

Frank Robert Cavello, born January 26, 1968, to Seafarer and Mrs. **Frank A. Cavello**, Jersey City, N. J.

Cutting the Cake



Veteran Seafarer **Rufus Stough Sr.**, 71, and wife **Emily** recently celebrated their 50th wedding anniversary. Brother **Stough** joined the SIU in 1939, is now retired. His son, **Rufus Jr.**, has been in the SIU 22 years and is now chief steward aboard the SIU-contracted **Del Sol**.

Kissing The Blarney Stone A Feat for an Acrobat



One of the most famous landmarks in Ireland is the Blarney Stone. With the approach of Saint Patrick's Day, veteran Seafarer Pat Conley writes of the legend of the Blarney Stone and its place in Irish History. Brother Conley has contributed a number of articles to the LOG, in the past.

This whole blarney business started with Cormac MacCarthy, clan chieftan and Lord of Blarney during the reign of Queen Elizabeth I.

The Queen insisted that MacCarthy formally acknowledge her sovereignty. Although he acted cordially, the glib-tongued Irishman managed to talk his way around the situation and taking no action until, finally Queen Elizabeth cried out "This is all blarney: What he says, he never means."

No one knows exactly what inspired the kissing of the Blarney stone but legend has it that this was a highly valued inaugural stone, much like that under Westminster Abbey's Coronation Chair, and venerated by MacCarthy's ancestors.

Because of its importance the stone was mounted in the safest and most inaccessible spot available. Perhaps those less endowed thought some of MacCarthy's inherited way with words might rub off on them. And who can blame anyone for wanting to imitate the soft Irish gift of speech.

Today, a massive square tower dating from 1446 is all that remains of MacCarthy's hilltop fortress and the Blarney Stone is inset under its ancient battlements some 120 feet above the ground. To get there, visitors pay about 30 cents and climb 127 narrow stone steps winding skyward through a circular turret. The walls are nine feet thick, with the only light coming through slit-like windows.

Blarney's Spell

First all loose change, glasses, jewelry, etc., are removed to keep them from going into orbit. The guide stationed there provides a thick steamer rug, so none have to lay on the damp tower floor. Instead, you are carefully bundled up and entrusted to the secure grip of an attendant whose sole duty is to keep a novice from joining any loose possessions in orbit.

Reaching backwards, you grip two sturdy rails, the subject lowers head and shoulders into a space between the two ledges. These openings were built in such a way that stones and hot lead could be poured down onto attackers. Here, in this imaginative location, the Blarney Stone offers all a challenge. While this is going on, a photographer records one's actions for posterity, (two views sell for under \$1) but people are too busy concentrating on the distance down to notice.

Seriously, the performances are fun and a lot easier than years ago when you were lowered head-downward over the parapet. A grating has been installed for protection and actually, the only real danger is loss of dignity.

Steel Vendor Crew Throws a Party For Kids from Saigon Orphanage

The generosity of the crew of the SIU-contracted Steel Vendor enabled 35 children from a Saigon orphanage to have the time of their lives at a recent dockside party held aboard the vessel for the benefit of the children.

When the Steel Vendor docked at Saigon, Seafarer Fred Shaia related to the LOG, the entire crew gave a Christmas party for 35 children from a Vietnamese orphanage. The Isthmian Company "gave their permission for the party and their office in Saigon was notified to make arrangements for the children," reported Brother Shaia.

Because of space limitations, the veteran Seafarer pointed out, "we couldn't entertain as many children as we would have liked. I asked the orphanage to have 35 children brought aboard. It was a little too crowded to have any more, what with their teachers and some GI's to watch for their safety."

'Most Generous' Crew

Brother Shaia, who has sailed with the SIU since 1944, has staged a number of ship-board parties and in his opinion "this crew has proven to be the most generous of all." All hands, he reported "donated money to buy toys, candy and other things to be given to the kids." In addition, the captain, officers and three men "who were on the beach in New Orleans," also contributed.

The men were so generous, that they collected "enough toys and playthings for about 60 children, with all the extras being sent to the Vietnamese orphanage the children came from," reported Shaia.

The steward department did a great job preparing goodies. Shaia reported. Each child was given his toy in a Christmas stocking and a decorated Christmas tree made the screen complete. The holiday meal was served by the crewmembers. Entertainment was provided and at least for awhile, the children were able to forget the war raging around them.

The youngsters entertained on the Steel Vendor were not the first to benefit from the generosity of SIU crews. While sailing on the Steel Surveyor about 10 years ago, the crew gave a Christmas party for some 50 youngsters from the

Bidul-gi orphanage in Pusan, Korea. This orphanage has been a favorite of his and whenever Brother Shaia visits Korea, he brings the kids toys and food.

Presented with Plaque

The Kwang Myung Orphanage and School For The Blind in Inchon, Korea, presented Shaia with a plaque in honor of his work on behalf of that institution. It read in part: "Commemorating your kindness to and love of the blind children, I hereby present a letter of appreciation to you."

A native of Syria, he came to the United States as a youngster and lived as a child in New York City. Brother Shaia lost his mother

at an early age and went out on his own. He served in the Army during 1918-19. Before shipping out, he had some jobs ashore, including a soda fountain concession at the Hudson Tube in New York.

Brother Shaia first went to sea in the late 30's and joined the Union in New York in 1944. His first job was third cook on the old William R. Davie. His first steward's job was on the Howard E. Coffin during the war and he has sailed with that rating most of his years in the SIU.

Brother Shaia, who is a grandfather, lives with his wife, Susie in Farmingville, N. Y.

FINAL DEPARTURES

Clayton Ward, 66: A heart ailment claimed the life of Brother Ward in Marine City, Mich., on January 14. He was born in Port Lambton, Canada and lived in Marine City. He joined the union in 1943 in the port of Detroit.



At the time of death, he was shipping on the Great Lakes. Brother Ward sailed in the deck department as a wheelman. Burial was in Port Lambton.

Raymond Drago, 24: An automobile accident caused the death of Brother Drago on August 27, in Needles Municipal Hospital, Needles, Calif. A member of the engine department, he sailed as FWT. Born in New Orleans, he had resided in Bullhead City, Arizona. Brother Drago joined the Union in New Orleans and his last ship



A Queen Is Crowned



Linda Battle, 18-year old daughter of Seafarer Winston Battle, was recently named homecoming queen of Compton Junior College, Compton, Calif. Linda is studying to become a nurse. With her is college president, Foster Davidoff. Brother Battle is a member of the steward department and has sailed with the union since 1942.

was the Alcoa Master. He is survived by his mother, Mrs. Leona Drago of New Orleans, and four brothers and one sister. The burial was in Lake Lawn Park Cemetery, New Orleans.

Charles Neely, 53: Brother Neely died on January 18, at St. Elizabeth's Hospital, Beaumont, Texas. A member of the SIU Inland Boatmen's Union, he sailed as a tugboat captain. Born in Merryville, Louisiana, Brother Neely



was a resident of Beaumont. He joined the union in Port Arthur, Texas and was employed by the D. M. Picton Co. Surviving is his wife, Ethel. The burial was in Magnolia Cemetery, Beaumont.

Ernest Caligiura, 59: Brother Caligiura died on December 3 at the USPHS Hospital, Baltimore. He sailed in the steward department and his last ship was the Marymar. Born in New York City, he made his home in that city.



He sailed for 26 years, joining the SIU in the Port of New York. Brother Caligiura was buried in St. Raymond's Cemetery, Bronx, N. Y.

Crittenden Foster, 47: Brother Foster died on December 18 in Jersey City, N. J. At the time of death, he was on an SIU pension. Brother Foster was born in Ohio and joined the union in the port of New York. A member of the deck department, he sailed as AB and his last ship was the Yorkmar. Brother Foster was a resident of Pearisburg, Va. Surviving is his wife, Lorene. Brother Foster's remains were cremated.



SABINE (Ship Operators), February 4—Chairman, J. Smith; Secretary, None. One man missed ship in Bombay. Some disputed OT in deck and engine departments. Motion was made that the wages of OS, wipers and messmen be increased by \$40.00 per month.

TRANSGLOBE (Hudson Waterways), February 12—Chairman, Jerry Broadus; Secretary, Fred Lynum. Crew was requested to cooperate with the Mate. Ship's delegate told crew that there will be no draws made in Danang in American money. He will back up any legitimate beefs. Crew was asked to donate \$3.00 to build up a ship's fund.

STEEL FABRICATOR (Isthmian), January 14—Chairman, P. C. Willoughby; Secretary, Angelo Silvestri, Jr. Discussion held in engine department regarding OT for firemen and oiler in excess of 8 hours. Discussion held regarding menus.

MALDEN VICTORY (Alcoa), January 13—Chairman, J. Farrand; Secretary, G. Vargas. Captain is well pleased with the crew. There is some disputed OT in engine department. \$21.00 in ship's funds.

WILD RANGER (Waterman), January 28—Chairman, R. Schrage; Secretary, A. H. Renko. Everything is running smoothly with no major beefs. Vote of thanks was extended to Brother Bartlett, ship's delegate, for a job well done. \$20.00 in ship's fund. Steward thanked the crew for their cooperation in making this a swell trip.

SEAMAR (Calmar), February 10—Chairman, Claude Garnett, Jr.; Secretary, Lewis Smith. No beefs were reported by department delegates.

YOUNG AMERICA (A. L. Burbank), February 4—Chairman, Henry F. Lopez; Secretary, Peter V. Hammel. \$18.91 in ship's fund. No beefs were reported.

PENN TRANSPORTER (Penn Shipping), February 6—Chairman, Joseph Tucker; Secretary, Roman Vitoria. Ship's delegate reported that everything is running smoothly. Vote of thanks was extended to the steward department for the good chow.

DIGEST of SIU SHIP MEETINGS

MT. VERNON VICTORY (Victory Carriers), January 14—Chairman, Harvey Trawick; Secretary, Charles W. White. Everything is running smoothly, thanks to Brother Harcastle, ship's delegate. Vote of thanks was extended to the captain for a swell Christmas party, to Brother Charles White, chief steward, and to his entire department, for the fine food and service, and to Brother Harvey Trawick, bosun, for keeping a clean ship, strictly SIU style.

MADAKET (Waterman), February 4—Chairman, John T. Carnes; Secretary, Stanley A. Holden. Ship's delegate reported that everything is running smoothly. \$37.00 in ship's fund.

RAPHAEL SEMMES (Sea-Land), October 8—Chairman, Bruce Knight; Secretary, Roy Poole. Minor beefs to be settled with boarding patrolman. Vote of thanks was extended to the steward department for the fine Thanksgiving dinner, and general feeding.

JEFFERSON CITY VICTORY (Victory Carriers), February 4—Chairman, V. Chamberlain; Secretary, P. Hogan. One man missed ship in San Francisco. Everything is running smoothly with no beefs.

NATIONAL DEFENDER (National Transport), February 12—Chairman, Harold DeLatta; Secretary, J. A. Hollen. Some disputed OT in engine department to be brought to the attention of the Patrolman. Motion made that the Company buy beef in Japan. Motion made that the Union pay vacation monies to SIU brothers living out of the U.S.A. Vote of thanks was extended to the steward department for a job well done.

COE VICTORY (Victory Carriers), February 11—Chairman, A. H. Anderson; Secretary, Uldarico R. Merjudo. No disputed OT was reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

PENN VANGUARD (Penn Marine), February 12—Chairman, F. Fernandez; Secretary, R. L. Ferras. No beefs and no disputed OT reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

DEL SUD (Delta), November 17—Chairman, B. Gorn; Secretary, D. Owen. Ship's delegates reported that all beefs were settled at payoff.

VANTAGE PROGRESS (Pioneer Maritime), January 28—Chairman, Jimmie Bartlett; Secretary, Bobby Stearman. \$28.50 in ship's fund. Motion was made that all correspondence regarding information on SIU retirement plan be sent to all ships so that the members can be kept up-to-date. Vote of thanks was extended to the steward department for a job well done. The steward extended a vote of thanks to the deck department for helping to keep the pantry and messhall clean. No beefs were reported by department delegates.

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

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

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

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

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

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

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

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

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

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

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

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

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

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans Mar. 12—2:30 p.m.
 - Mobile Mar. 13—2:30 p.m.
 - Wilmington Mar. 18—2:00 p.m.
 - San Francisco Mar. 20—2:00 p.m.
 - Seattle Mar. 22—2:00 p.m.
 - New York Mar. 4—2:30 p.m.
 - Philadelphia Mar. 5—2:30 p.m.
 - Baltimore Mar. 6—2:30 p.m.
 - Detroit Mar. 8—2:30 p.m.
 - Houston Mar. 11—2:30 p.m.

- Great Lakes SIU Meetings**
- Detroit Mar. 4—2:00 p.m.
 - Alpena Mar. 4—7:00 p.m.
 - Buffalo Mar. 4—7:00 p.m.
 - Chicago Mar. 4—7:00 p.m.
 - Cleveland Mar. 4—7:00 p.m.
 - Duluth Mar. 4—7:00 p.m.
 - Frankfort Mar. 4—7:00 p.m.

- Great Lakes Tug and Dredge Region**
- Chicago Mar. 12—7:30 p.m.
 - †Sault St. Marie Mar. 14—7:30 p.m.
 - Buffalo Mar. 13—7:30 p.m.
 - Duluth Mar. 15—7:30 p.m.
 - Cleveland Mar. 15—7:30 p.m.
 - Toledo Mar. 15—7:30 p.m.
 - Detroit Mar. 11—7:30 p.m.
 - Milwaukee Mar. 11—7:30 p.m.

- SIU Inland Boatmen's Union**
- New Orleans Mar. 12—5:00 p.m.
 - Mobile Mar. 13—5:00 p.m.
 - Philadelphia Mar. 5—5:00 p.m.
 - Baltimore (licensed and unlicensed) Mar. 6—5:00 p.m.
 - Norfolk Mar. 7—5:00 p.m.
 - Houston Mar. 11—5:00 p.m.

- Railway Marine Region**
- Philadelphia Mar. 12—10 a.m. & 8 p.m.
 - Baltimore Mar. 13—10 a.m. & 8 p.m.
 - †Norfolk Mar. 14—10 a.m. & 8 p.m.
 - Jersey City Mar. 11—10 a.m. & 8 p.m.

- United Industrial Workers**
- New Orleans Mar. 12—7:00 p.m.
 - Mobile Mar. 13—7:00 p.m.
 - New York Mar. 4—7:00 p.m.
 - Philadelphia Mar. 5—7:00 p.m.
 - Baltimore Mar. 6—7:00 p.m.
 - †Houston Mar. 11—7:00 p.m.

DIRECTORY of UNION HALLS

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Inland Boatmen's Union
United Industrial Workers

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1-2 Kaigan-Dori-Nakasu
2014971 Ext. 281

UNFAIR TO LABOR DO NOT BUY

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

- Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- Jamestown Sterling Corp.
(United Furniture Workers)
- White Furniture Co.
(United Furniture Workers of America)
- Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Stafier
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)
- Baltimore Luggage Co.
Lady Baltimore, Amelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)
- Boren Clay Products Co.
(United Brick and Clay Workers)

- "HIS" brand men's clothes
Kaynee Boysewear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers
of America)
- R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)
- Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)
- Comet Rice Mills Co. products
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)
- Magic Chef Pan Pacific Division
(Stove, Furnace and Allied
Appliance Workers
International Union)
- Marx Toy Company
(International Association of
Machinists and Aerospace
Workers)
- Giumarra Grapes
(United Farm Workers)
- Pioneer Flour Mill
(United Brewery, Flour, Cereal,
Soft Drink and Distillery Workers
Local 110, San Antonio, Texas)
- Gypsum Wallboard,
American Gypsum Co.
(United Cement Lime and
Gypsum Workers International)

White House Stalls Again On New Maritime Policy

WASHINGTON—Renewed anticipation of a new maritime policy from the White House was generated briefly last month but the Administration once again postponed announcement of a program for the merchant marine it has been promising for more than three years because of "unresolved issues."

All that came from the White House was a statement from Transportation Secretary Alan S. Boyd that "we have many unresolved policy issues relating to the maritime program which must be resolved prior to any final decisions."

"We are continuing to work on these and when they are resolved, we will make appropriate recommendations to the President as to what an Administration maritime program should be."

Opposed by Congress

Boyd has served as the Administration's spokesman in maritime matters and one of the "unresolved issues" referred to in his most recent statement is quite probably the continued wish by the Administration to place the Maritime Administration in his Department of Transportation. Congress is vigorously opposed to such a move and the House last October voted by an overwhelming majority of 324 to 44 to establish MARAD as an independent agency.

Another major stumbling block to a national maritime program has been the issue of extending tax-free capital reserve funds to unsubsidized shipping companies to be used for the construction of new ships. This idea has wide support in Congress and maritime labor and management circles but has been consistently opposed by the Treasury Department.

U.S. 14th In Shipbuilding Among Maritime Nations

LONDON—The United States ranked fourteenth among maritime nations for the number of ships launched in 1967, with a tonnage totalling only 242,000, while Japan once again headed the list, the latest Lloyds Register of Shipping reported February 21.

Japan launched 7,496,876 tons, accounting for 47.5 percent of the

world total of 15,780,111. This was an increase of 811,415 tons for Japan over 1966.

Sweden came in second with 1,308,473 gross tons representing 8.3 percent of the world total. Next came Great Britain with 1,297,678 tons (8.2 percent) and West Germany with 1,022,167 gross tons (6.4 percent).

France, Norway, Italy and Denmark followed, each with below four percent of the world total.

Though Denmark, Spain, Poland and Finland contributed smaller percentages to the world total, each in that order, added the highest tonnage yet to their fleets.

Japan's tonnage launched in 1967—more than twice the tonnage it sent down the slips in 1964—included 16 of the 23 ships over 60,000 tons launched in the world.

Of these 23 vessels, 22 were oil tankers, two of which were the Japanese-built Berge Commander (103,800 tons) and the Bergehus (103,794 tons), the largest motorships ever built.

MTD Reaffirms AFL-CIO Policy On U.S. Fleet

(Continued from page 2)

meaningful bargaining." Said the resolution:

These laws impose massive restrictions on the rights of employees and their unions, and provide for severe penalties in the case of union violations—but there are no corresponding penalties on the public administrator."

Attacking "administrative indifference and bureaucratic bungling," the resolution said that "the advantage is given to the inept or hostile administrator, and the burden falls unfairly on the union and its members."

The study will parallel one undertaken by the MTD a year ago dealing with organized labor's experiences under the Landrum-Griffin Act. The first phase of that study has been distributed, and the 21-lawyer panel is continuing to gather evidence on the administration of Landrum-Griffin and its interpretations by the courts.

The new study on public employee laws, the MTD said, could "form the basis for a coordinated effort by the trade union movement to effect what changes are necessary in these laws to assure equity for millions of public employees."

Labor Gears All-Out COPE Drive For Crucial '68 Election Campaign

(Continued from page 3)

In its opening sessions the council adopted statements that:

- Appealed to the "millions in our ranks, to workers everywhere, to the entire American people (to) strengthen the President's hand" in Vietnam.

- Called on Congress to go further than the proposals contained in President Johnson's message on education, declaring that the message should be the "starting point for a legislative program rather than the outer limits of one."

- Urged the Senate to defeat the filibuster against the civil rights legislation before it, and allow a vote on a measure that contains "irreducible rights" that Congress should guarantee. The bill calls for full federal protection for civil rights workers and a fair housing law.

- Asked for strong legislation to force down the cost of prescription drugs, charging the nation's big drug companies with "betraying the public interest."

- Proposed a formal policy by community agencies of providing assistance on the basis of need regardless of the cause of the need, including man-made disasters resulting from "irrational human behavior" such as last summer's riots.

- Selected former Senator Paul H. Douglas (D-Ill.) as the recipient of the 1969 Murray-Green Award for his outstanding services to the nation and humanity.

On internal federation affairs the council:

- Approved the merger of the Journeymen Stone Cutters and the Laborers International Union. The Stone Cutters, with about 3,000 members, will become part of the 500,000-member Laborers ending a 115-year history as a separate organization.

- Voted to approve a change in name for the Building Service Employees International Union to Service Employees International Union with no change in jurisdiction, and gave tentative approval to the Commercial Telegraphers Union to change its name to United Telegraph Workers.

- Set up a subcommittee to report back during the meeting on

the question of exonerating unions from payment of dues to the federation with directions to explore the need for more specific guidelines.

- Received a financial report from Secretary-Treasurer William F. Schnitzler showing the federation to be in good financial shape despite exoneration of dues to the Rubber Workers and Auto Workers during their strikes of about \$426,000.

At press conferences held at the sessions, Meany, in reply to reporters' queries, made the following points:

- The AFL-CIO encourages voluntary mergers of its affiliates and talks are currently under way between unions in the meat, shoe, paper, stone and glass, railroad and printing industries. He noted that unions in different fields can also merge under the provision of the federation's constitution.

- Strikes of public workers pose very difficult questions, but in a democratic system the indi-

vidual worker has the right to quit his job, whether by striking or resigning, and passing punitive legislation is not the answer.

He suggested that some study might be given to a system of voluntary arbitration that would allow impartial and knowledgeable persons to enter the disputes and come up with terms for settlement. But he stressed that such arbitration must be of a voluntary nature.

- Anyone who disagrees with the policies of the AFL-CIO or the conduct of its officers should use the established machinery of the federation to air charges or grievances. He restated a policy statement adopted by the council in February 1967 in answering a query about a charge levelled by Auto Workers Secretary-Treasurer Emil Mazey on a comment about Vietnam made by Meany at the recent convention. The council presently has no complaint or charge before it Meany pointed out.

SIU Deck Officer's Training Upgrades 5 More Seafarers



Moustakakis Horne Richie Lura

Five additional Seafarers have received a Deck Officer's license after attending a course of study at the school jointly-sponsored by the SIU and the American Maritime Officers Union. A total of 28 men have now received a license after attending the school.

Four of the men are third mates, while one is a new second mate.

Cecil Jennette received a third mate's license. A former AB, he joined the Union in 1957 in the port of Norfolk. Born in Scranton, N. C., he now lives in Virginia Beach, Va. Brother Jennette is 36 years old.



Jennette

Williams Horne sailed as an AB before obtaining a license as second mate. A native of New Jersey, Horne joined the Union in 1953 in the port of New York. The 41-year-old Seafarer lives in New Canaan, Conn.

Alexios Moustakakis sailed as AB and bosun before earning a third mate's license. Born in Greece, he now lives in Wethersfield, Conn. He joined the SIU in 1964 in the port of New York. He is 24 years old.

John Lura is a new third mate, previously sailing as AB. He is 44 years old and joined the Union in New York in 1967. Lura lives in Marshfield, Mass. and was born in Blue Island, Ill.

Before Nicola Richie received a third mate's license, he sailed as AB, bosun and carpenter. A native of Pennsylvania, he now lives

in Plainville, Conn. Richie is 41 years old and joined the SIU in 1947 in the port of New York.

The training program, operated under a reciprocal agreement between the SIU and the American Marine Officers Union, is the first of its type in the industry.

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

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

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

This in-training assistance is the same as that available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineer's examination.

SIU deck 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.

SIU WELFARE, VACATION PLANS

January 1 - January 31, 1968

	Number of Benefits	Amount Paid
Hospital Benefits	3,911	\$ 43,995.52
Death Benefits	33	66,745.88
Disability Benefits	1,036	245,600.00
Maternity Benefits	35	6,859.95
Dependents Benefits	373	75,529.60
Optical Benefits	710	10,732.08
Out-Patient Benefits	6,219	41,704.00
Vacation Benefits	2,035	859,487.14
Total Welfare, Vacation Benefits Paid This Period	14,352	\$1,350,654.17

UPGRADE TO ENGINEERS LICENSE

SEAFARERS WHO WISH to upgrade themselves to engineer ratings are taking daily advantage of the opportunity to enroll in the engineer's training school operated jointly in New York by the SIU and District 2 of the Marine Engineers Beneficial Association.

Any qualified member of the SIU who sails in the engine department and is interested in bettering his future, is urged to apply for admission to the school promptly. Licensed engineers already graduated from the school now total 220.

All pension benefits accumulated in the SIU pension plan by Seafarers who enroll in the school are completely protected and their SIU pension will be supplemented in approximately the same amount by the MEBA District 2 pension plan while they are sailing as engineers. Also, a reciprocal agreement between SIU and MEBA District 2 provides that men sailing on District 2 contracted ships after obtaining their licenses need not pay MEBA's \$1,000 initiation fee and don't have to drop their SIU membership if they do not choose to do so. Welfare benefits are also completely covered and there is no cost to the student for training in the school. In order to qualify you must be a United States citizen, at least 19 years of age, and fill the specified seetime requirements for the rating sought.

To qualify for an original third assistant engineer's license, applicants must possess 36 months' discharges in the engine department. Of this, at least 18 months must be watchstanding time as oiler, fireman or watertender. One year is also required as a QMED consisting of the following ratings: Deck engineer, chief electrician, reefer engineer, chief pumpman, machinist or junior engineer. Six months must also have been spent as a wiper.

Applicants for a temporary third assistant engineer's license must possess 18 months' discharges in the capacity of fireman, oiler, watertender, junior engineer, deck engine mechanic or engine man.

An applicant who presents evidence of service as electrical or refrigeration engineer, will be given consideration when specifically

recommended for a license by the Chief Engineer of a vessel on which such service has been performed and by the Superintending Engineer of a company on whose vessel the applicant has served in such capacity.

The period of instruction at the engineer's school varies from 30 to 90 days, depending on how quickly you learn, and you will be able to sail as an engineer as you receive your license. During your instruction period you will receive meals and room accommodations free of charge, plus weekly subsistence payments of \$110.

Below is a list of the latest applicants who have been approved and accepted for upgrading training in the school:

J. D. Burchinal	Leslie Soper
William Cachola	Vladik Suska
James E. Cline	Thomas Toledo
Armond Dunne, Jr.	Alberto Velez
John Francis	Walker Ward
Leneard Higgins	Joseph Berezcky
Billie Jenkins	Leon Canfield
Frank Linkowski	Alfred De Arlo
George McAlpine	Edward Futch
Thomas Raines	Rudolph Poletti
James V. Roberson	Allen Wolfe

Seafarers whose names appear on this list, as well as any others who may have received notification of acceptance since the LOG went to press, should contact the school promptly so schedules can be arranged and classes set up at your earliest convenience.

For further information write to: The Harry Lundeberg School of Seamanship, 675 Fourth Ave., Brooklyn, N.Y. 11232—or call: (212) 499-6565.

An application blank appears on this page. If you qualify, clip it out and mail it in right away.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

APPLICATION FOR TRAINING FOR ENGINE DEPARTMENT LICENSE

Name: _____

Book No. _____ Z Number: _____

Address: _____

Date Joined SIU: _____ No. Years Seetime: _____ Years In Engine Dept: _____

Watch Standing Time _____ Time as Day Worker, Except Wiper _____

Ratings: _____

Signature _____

