



See Page 3

## Support Mounts For An Independent MARAD

H. R. 159

~~WATERWAY~~

H. R. 1991

~~WATERWAY~~

H. R. 2168

~~WATERWAY~~

H. R. 2770

~~WATERWAY~~

H. R. 2783

H. R. 2806

H. R. 2837

~~WATERWAY~~

H. R. 2549

A BILL

H. R. 2142

H. R. 2552

SIU Tugboatmen Hold Firm  
In Baltimore Harbor Strike

Page 4

Defense Dep't 'Doublethink'  
Endangers Merchant Marine

Page 4

Five More Seafarers Licensed  
As Engineers; Total Now 124

Page 3

Maritime Defense League  
Endorsed by SIU Membership

Page 2, centerfold

## Congress Asked to Show Zeal in Support of Maritime

# Active Congressional Support Urged For Adequate U.S. Merchant Fleet

WASHINGTON—The 90th Congress has been called upon to show the same zeal in passing legislation designed to save the American merchant marine that its predecessor, the 89th Congress, showed in passing other long-time legislative goals of labor—such as medical care for the aged.

Speaking before the regular weekly noon legislative meeting of the Maritime Trades Department, AFL-CIO Secretary-Treasurer William F. Schnitzler cited the lead which the Soviet Union enjoys over the United States in maritime power as one of the many reasons why immediate Congressional action to revitalize

the U.S. merchant marine is necessary.

"Russia, by launching Sputnik," he said, "gave our space program its powerful thrust forward. Perhaps it will take the superiority of Russia as a maritime power to jolt our nation out of its lethargy."

Schnitzler pointed to the nation's experience in World Wars I

and II, when it was caught without a large enough merchant fleet, and noted that the "lessons of history are not being heeded."

"Realistically, this nation must face up to its need for a genuine vessel replacement program," he said.

Alexander Barkan, National Director of the AFL-CIO Committee on Political Education, was among several speakers who addressed a recent legislative breakfast meeting also sponsored by the AFL-CIO Maritime Trades Department. Other speakers at the meeting included International Longshoremen's Association President Thomas W. Gleason and Mario Alvarez, representative of the Argentina Dockworkers' Union and a member of the Confederation of Argentina Transport Workers.

Barkan, who discussed labor's political action program, noted that the legislative gains scored by labor in recent years are due in large measure to legislators elected with the aid of strong labor backing.

ILA President Gleason, who also serves as MTD Legislative Chairman, reported to the meeting delegates on action taken recently by the International Transport Federation in London to support a strike by Argentine dockworkers. The situation in Argentina was explained in more detail by Mario Alvarez, representative of the Argentine Dockworkers' Union.

Among the goals of Argentine dockworkers, Alvarez said, were: Formulation of a program for dockworkers by a committee made up of representatives of labor, government and management; establishment of a hiring hall system; a compensation structure to pay dockworkers; assurances of Argentine workers' right to strike and the freedom of the trade union movement.

Another speaker who addressed the meeting was George Johansen, Secretary-Treasurer of the SIUNA-affiliated Alaska Fishermen's Union. Johansen noted the decline of the U.S. fishing industry in recent years because of a lack of positive governmental policies, and compared this with the decline of the U.S. merchant marine for similar reasons. He noted that it is becoming increasingly important to bring pressure on elected officials in Washington, D.C., to spur positive action by the Administration.

At another Maritime Trades Department legislative luncheon meeting, Federal Maritime Commissioner George Hearn described the close cooperation between the FMC and Congress which led to the recently adopted legislation to assure the high safety standards of passenger vessels calling at U.S. ports. He described passage of the Cruise Ship Safety Bill as an exercise in which a federal agency worked practically hand-in-hand with Congressional Committee members to insure complete performance with legislation and the intent of Congress.



AFL-CIO Secretary-Treasurer William F. Schnitzler called for a greatly accelerated merchant ship construction program in his recent speech before a legislative meeting of the AFL-CIO Maritime Trades Department. He pledged labor support in the struggle to "keep the American flag on the high seas" as a vital part of national defense.

## Constitution Amendments Adopted In Membership Referendum Ballot

Seafarers have adopted three amendments to the Constitution governing delegates to SIU International conventions. Approval of the amendments were announced by the elected rank-and-file Union Tallying Committee whose report was submitted to and concurred in by the membership at the February regular meetings in all constitutional ports.

Under the changes, Article X, Section 13, provides that elected union officers would be included as members of the Atlantic, Gulf, Lakes and Inland Waters District's delegation to the SIUNA conventions, in addition to the rank and file delegates elected by the union membership. The amendment stipulates that "the following officers upon their election to office shall, during the term of their office, be delegates to all conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice President; Vice-President in charge of contracts and contract enforcement; Secretary-Treasurer; Vice-President in charge of the Atlantic Coast; Vice-President in charge of the Gulf Coast; Vice-President in charge of the Lakes and Inland Waters; Headquarters Representatives, with priority to those with the greatest seniority as a full book union member; Port Agents, with priority to those with seniority as a full book union member, and patrolman, with priority to those with the greatest seniority as a full book union member."

As a result of the constitutional changes, Article XIV, Section 3 now reads as follows: "As soon as the President is advised as to the

date and duly authorized number of delegates to the Convention of the Seafarers International Union of North America, he shall communicate such facts to the Port Agent of each port, together with recommendations as to generally applicable rules for the election of officers, FOR THOSE DELEGATES THAT MAY BE REQUIRED IN ADDITION TO THOSE PROVIDED FOR IN ARTICLE X, SECTION 13." (Amended portion in capital letters.)

The amendment to Article XII, Section 1, of the constitution which deals with qualifications of delegates to the International conventions, requires that of the three years seetime on American-flag ships required of delegates, at least one year must be in a rated unlicensed capacity, other than in an entry rating.

The Tallying Committee reported that of the 2,345 ballots cast, 2,165 were in favor of the amendments, with 140 against the changes. The remainder were voided and blank ballots. Balloting began in the constitutional ports on Jan. 16 and concluded on Jan. 27.

Members of the Tallying Committee and their book numbers were: Herman Ricci (R-96), Chairman; Edward Puchalski (P-157); Abraham Handleman (H-813); Arthur C. Ballu (B-95); Eugeniusz Sieradski (S-1259) and James Mitchell (M-193).

## Report of International President



by Paul Hall

Recent events have made it increasingly obvious that the survival of the American maritime industry depends, in great measure, on legislative action taken in the United States Congress.

The recently proposed Fiscal 1968 maritime budget request proves beyond a doubt that the Administration is continuing to abdicate its responsibilities under the 1936 Merchant Marine Act, which calls for the maintenance of an American-flag merchant fleet adequate for the nation's needs.

As in previous years, the new maritime budget request is totally inadequate. It is not designed to even slow down the accelerating decline of the industry, nor certainly, to begin a revitalization of the fleet—despite the obvious danger in which that decline has placed the nation, as exemplified by the shipping needs of the Vietnam conflict.

At the same time it is equally obvious that various agencies of the government continue to regard the maritime industry as their chief expendable. For many years the maritime industry has been submerged and all but ignored in the red tape of the Department of Commerce. Recent statements by Alan S. Boyd, who will head the new Department of Transportation, make it amply clear that he too has no concept of the needs and importance of maritime and would be content to preside over the death of the industry. Fortunately, the successful fight waged by maritime labor to exclude the Maritime Administration from the jurisdiction of the Transportation Department has taken the fate of maritime out of Boyd's hands.

Another prime example of the low status in which American maritime is placed by various government agencies and administrators comes from the Defense Department. More than any other, this is the federal agency which relies most heavily on the American merchant marine—as a fourth arm of defense without which the national security can never be secure. Yet Secretary of Defense Robert McNamara has never truly understood the vital role of the American-flag merchant fleet in maintaining national security. He remains a staunch advocate of proposals—such as sacrificing the merchant fleet to pay for cargo aircraft or the so-called Fast Deployment Logistic Ships—which could bring about the total disappearance of the nation's maritime capacity and place the national security in grave danger.

These are just a few examples of lack of interest, understanding and sympathy on the highest levels of government which traditionally afflicted American maritime, and have alarmed the nation's leading legislators to the necessity of taking direct action to preserve our maritime capability before it is too late.

It was these Representatives and Senators who, through deep concern over the effects of maritime's decline on the nation's economic and defense security, supported maritime labor's successful fight to exclude MARAD from the new Department of Transportation. It is these same legislators, with the added support of increasing numbers of their colleagues, who have proposed and will push for passage of legislation to give the Maritime Administration independent status as a separate agency of the federal government whose sole purpose is to assure the revitalization of the American maritime industry so it can meet its legal obligations to the nation.

The existence of a federal agency truly interested in the future of maritime and enjoying the support of Congress is a prime requisite if we are to get a realistic maritime policy, backed up with a realistic maritime budget. Only then will it be safe to consider the American maritime industry definitely on the road to survival.

## SIU Members Vote Support Of Maritime Defense League

NEW YORK—Seafarers at regular membership meetings in all constitutional ports enthusiastically voted this month to endorse and support a newly-formed Maritime Defense League. In approving the purposes of the new organization, the membership called for maximum publicity and support of the League by all Seafarers.

The Maritime Defense League is a voluntary organization which was established last month to assure that maritime workers faced with legal problems or charges threatening their personal liberties are assured their fundamental American rights to counsel and other assistance at all times.

(For a report on the SIU membership action and details regarding the Maritime Defense League, see Pages 7-10.)

The founders of the League point out that in past years "union members were able to turn to their own organizations for direct assistance in virtually any type of problem in which they might become involved.

"Today, however, union mem-

bers cannot obtain assistance in many areas because of recent legislation such as the Landrum-Griffin Act, and interpretations by the courts prohibiting and restricting union activities.

"This situation puts a member who lacks the necessary resources in an almost impossible position," the League declared. "While the access to his union is no longer possible in this respect, many members still require this type of assistance."

The League said that this type of situation "especially applies in the case of maritime workers, because of the great range of Government agencies which have control or influence over their rights to a livelihood and their rights as individuals."

The SIU membership action endorsing the League followed a presentation at the New York

(Continued on Page 4)

## Five Additional Seafarers Win Engineers Licenses

Five more Seafarers have passed the U.S. Coast Guard examinations and have been issued their engineer's licenses after attending the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. A total of 124 Seafarers have now received engineer's licenses as a result of the joint program.

The newly-licensed engineers are sailing or about to sail in engineer's berths aboard American-flag ships.



Wakliss

The SIU men who passed their Coast Guard examinations this week and were licensed as engineers are: David L. Wakliss, Grady D. McNeil, Antonio Molis, Jr., and Jose M. Nazario, who received their Third Assistant Engineer's licenses; and Alfred Case, who received his Second Assistant Engineer's license.

David L. Wakliss, 25, has sailed with the SIU since 1960. A native



McNeil



Molis

of New York, Wakliss first joined the Union in that port and last sailed with the SIU as fireman, oiler, watertender.

Grady D. McNeil, 39, has been a member of the SIU since 1945 after joining the Union in the port of Mobile. A native of Alabama, McNeil last sailed with the SIU as FOWT.

Antonio Molis, Jr., 44, has been a full book member of the SIU since 1955. A native of New York, he joined the Union in the port of Houston and sailed as FOWT.

Jose M. Nazario, 52, has been

a full book member of the Union since 1944. A native of Puerto Rico, Nazario joined the SIU in the port of Baltimore and last sailed with the Union as FOWT.

Alfred Case, 36, has been a member of the SIU since 1951. A native of New York, Case



Nazario



Case

joined the Union in that port, sailing in various engine department ratings including FOWT.

The joint SIU-MEBA District 2 upgrading school offers Seafarers and Engineers qualified instruction in preparing for their Third Assistant Engineer, Temporary Third Assistant Engineer or Original Second Engineer's licenses in either steam or motor vessel classifications.

SIU engine department men who have the necessary requirements and who want to enroll in the school can obtain additional information and apply for the course at any SIU hall or write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York, 11232. The telephone number is HYacinth 9-6600.

## U.S. Shipbuilding Still in 10th Place

The United States remains mired in 10th place among world shipbuilding nations while Japan, the world leader, launched twice as much new merchant shipping last year as the next three leading shipbuilding nations combined.

This was reported by Lloyd's Register of Shipping in its latest quarterly report for the period ending Jan. 1.

For the year 1966, Japan launched 6,738,000 tons of new ships while the U.S. turned out just 388,819 tons.

Japan also led in construction of export tonnage—that is, in tonnage for registry in a country other than that of the builder—with 43.1 per cent of the world's export tonnage. Britain was next with 10.8 per cent of the world total, followed by Sweden and West Germany with 10.3 and 8.5 per cent, respectively.

Oil tanker tonnage amounted to only 28.9 per cent of the total tonnage being built, the lowest such percentage since March, 1948. There were 144 oil tankers under construction as of Jan. 1, with an aggregate gross tonnage of 3,424,868, a drop of 721,975 tons.

Ships considered in the survey by Lloyd's include all merchant vessels of 100 gross tons or more except for those produced in Communist China, East Germany and the Soviet Union.

## Pending Legislation Would Make MARAD Independent

# Campaign for Independent MARAD Gaining Momentum in the House

WASHINGTON—The campaign waged vigorously by maritime labor for the establishment of an independent Maritime Administration—completely autonomous and outside the jurisdiction of any other federal agency—is gaining momentum rapidly, with ever-increasing and more vocal support coming not only from organized American labor but from maritime industry management, interested citizen's groups and Congressmen as well.

As the LOG goes to press, 50 Congressmen have introduced separate but identical bills into the

House of Representatives aimed at the establishment of an independent Maritime Administration. Twenty-seven of these bills were introduced immediately at the opening session of the new Congress.

Of the 50 bills, 33 have been introduced by members from 4 states, as follows: New York, 14; New Jersey, 8; Pennsylvania, 6; and California, 5. The remaining legislators with bills pending all represent coastal or Great Lakes states, with the exception of Missouri, which, however, includes the port of St. Louis.

Among the legislative leaders of the drive to create an independent MARAD are members of the House Merchant Marine Committee, including its chairman, Edward A. Garmatz (D-Md.).

The passage of legislation creating an independent Maritime Administration is the next step in maritime labor's continuing struggle to revitalize the American maritime industry. An important step in the campaign was maritime labor's successful fight last year to prevent the inclusion of the Maritime Administration in the new cabinet-level Department of Transportation—a victory achieved with the aid of many of the same Congressmen who have now joined the struggle to achieve an independent MARAD.

At present, the Maritime Administration is under the jurisdiction of the Department of Commerce. The proposed legislation would transfer the functions of the Secretary of Commerce under the Reorganization Plans of 1950 and 1961 to the new independent agency.

Under terms of the proposed legislation, the Federal Maritime Administrator, who would head the new agency, would not have to submit his decisions for the approval of, nor be bound by the decisions or recommendations of any committee, board or other organization created by Executive order.

With the Maritime Administration a part of the Department of Commerce, the industry has been declining steadily to the point where U.S.-flag ships carry a mere 8 percent of the nation's foreign waterborne commerce and its shipbuilding and repair capacity are on the verge of disintegration.

With the increasing demands for more U.S. tonnage to meet the needs of military operations in Viet Nam, the neglect which the maritime industry has suffered at government agency hands has been driven home very clearly.

Creation of an independent Maritime Administration will be another vital step toward a revitalization of the American maritime industry because it will restore the industry to its proper position of size, strength and prestige. The next step will be to win approval of the kind of realistic national budget that will make it possible to increase significantly the amount of U.S. waterborne foreign commerce carried by American-flag vessels, and to support the building in U.S. yards of an adequate number of vessels for this purpose.

## Fifty-Five Congressmen Introduce Bills For Independent MARAD

The following is a list of Congressmen who have introduced legislation into the House of Representatives calling for the creation of an independent Maritime Administration. The 55 Congressmen represent states bordering on all the seacoasts of the U.S. in addition to the Great Lakes states.

Bill Number	Congressman
HR 4476	James R. Grover, Jr. (R.-N.Y.)
4504	Rogers C. B. Morton (R.-Md.)
4709	James J. Delaney (D.-N.Y.)
4723	Henry Helstoski (D.-N.J.)
4745	Hastings Keith (R.-Mass.)
4849	James A. Burke (D.-Mass.)
4878	Joseph E. Karth (D.-Minn.)
4905	John R. Rarick (D.-La.)
5009	William S. Mailliard (R.-Cal.)
5084	Arnold Olsen (D.-Montana)
3571	Fred Rooney (D.-Pa.)
3763	Seymour Halpern (R.-N.Y.)
3790	Robert Nix (D.-Pa.)
3795	Dan Rostenkowski (D.-Ill.)
1991	Leonard Farbstein (D.-N.Y.)
2142	William St. Onge (D.-Conn.)
2168	Lester Wolff (D.-N.Y.)
2549	James Howard (D.-N.J.)
2552	Charles Joelson (D.-N.J.)
2770	Phillip Burton (D.-Cal.)
2783	Dominick Daniels (D.-N.J.)
2806	William Green (D.-Pa.)
2822	Robert Leggett (D.-Cal.)
2827	Joseph Minish (D.-N.J.)
2837	Fernand St. Germain (D.-R.I.)
2883	Frank Brasco (D.-N.Y.)
2905	Peter Rodino (D.-N.J.)
3053	Robert Giaimo (D.-Conn.)
98	Frank Thompson (D.-N.J.)
151	Leonor Sullivan (D.-Mo.)
152	Alton Lennon (D.-N.C.)
153	Thomas N. Downing (D.-Va.)
154	John M. Murphy (D.-N.Y.)
155	John Dingell (D.-Mich.)
159	Edward A. Garmatz (D.-Md.)
208	William A. Barrett (D.-Pa.)
338	James A. Byrne (D.-Pa.)
348	William T. Cahill (R.-N.J.)
352	Hugh L. Carey (D.-N.Y.)
363	Emanuel Celler (D.-N.Y.)
366	Charles E. Chamberlain (R.-Mich.)
419	William C. Cramer (R.-Fla.)
545	Jack Edwards (R.-Ala.)
550	Joshua Eilberg (D.-Pa.)
567	Paul Fino (R.-N.Y.)
587	Samuel N. Friedel (D.-Md.)
619	Jacob H. Gilbert (D.-N.Y.)
841	William S. Mailliard (R.-Cal.)
931	Abraham Multer (D.-N.Y.)
1140	Thomas M. Pelly (R.-Wash.)
1165	Ed Reinecke (R.-Cal.)
1200	Benjamin S. Rosenthal (D.-N.Y.)
1399	Herbert Tenzler (D.-N.Y.)
1429	Joe D. Waggoner (D.-La.)
1446	Charles H. Wilson (D.-Cal.)

### SEAFARERS LOG

Feb. 17, 1967 • Vol. XXIX, No. 4

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

**Executive Board**  
**PAUL HALL, President**  
 CAL TANNER, EARL SHEPARD  
 Exec. Vice-Pres. Vice-President  
 AL KERR, LINDSEY WILLIAMS  
 Sec.-Treas. Vice-President  
**ROBERT MATTHEWS**  
 Vice-President  
**HERBERT BRAND**  
 Director of Organizing and Publications  
**Managing Editor**  
 MIKE POLLACK  
**Assistant Editor**  
 NATHAN SKYER  
**Staff Writers**  
 PETER WEILL  
 PATTIE WISS  
 ED RUBENSTEIN

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. NYaoluth 9-6000. 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.

## Growing SIU Pension Roster Adds Four More Seafarer Oldtimers

The list of Seafarers collecting an SIU pension continues to increase in size. Added to the roster of pensioners recently were Rafael Montalvo, Apron Castillo, Earl T. Congleton and John J. Walsh.

Rafael Montalvo was born in Puerto Rico and joined up



Walsh



Congleton

with the SIU in the port of Baltimore. He earned his lifeboat ticket and during his years at sea sailed as an A.B.

Apron Castillo was born in the Philippine Islands but makes his home presently in Brooklyn, N.Y., where he joined the SIU.

Earl T. Congleton was born in North Carolina, joined the SIU in the port of New York. He makes his home in Norfolk, Virginia.

John J. Walsh was active in the Railway Marine Region on the

Baltimore and Ohio Railroad. He was born in Philadelphia.



Castillo



Montalvo

## The Atlantic Coast



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

The State of Wyoming has suffered four economically-despairing years under a "right to work" law since the state legislature applied steamroller tactics to get the law passed. The law's harmful effect tells a truly shocking story. Since '63 Wyoming's per capita income has gone from \$18 per person above the national average to \$188 below the national average. Personal bankruptcies rose 30 per cent during this period. Private employment dropped 2.9 per cent while in the nation it rose 6.7 per cent. Wyoming citizens have left the state at a rate of 8.2 per cent, the highest rate of move-out in the nation. Home foreclosures have quadrupled. Construction has dropped by 17 per cent.

The lesson of Wyoming is clear: Unions tend to stimulate the economy through those gains it brings to the workers, while the absence of unionization removes vital lifeblood from the economy. Wyoming stands as a poignant example of why federal legislation is needed to outlaw right-to-work legislation in all states.

### New York

Paul Schneider was by the hall lately off Seatrain's Delaware to San Juan, which had "a congenial crew and good food," according to Paul, who sports a camera wherever he goes to get some good shots. He's hoping to get out to the coast for a Viet Nam run.

Larry Howard is back from a trip to the Persian Gulf which took him to Pakistan, Germany and France. Larry enjoyed most of all his stopover in Germany where he found the girls especially attractive. He too is eyeing the board for a run to Viet Nam.

## SIU Tug Strike Holds Firm In Baltimore

BALTIMORE—The SIU-Inland Boatmen's Union strike against three tugboat companies is now four months old. Some progress has been made however. Negotiations are now being conducted on a regular basis.

The union is meeting with federal mediators and representatives of the Baker-Whiteley Towing Co., the Baltimore Towing and Lighterage Co., and the Curtis Bay Towing Co. on a fairly regular basis.

The Union's major demand is for a contract that is equivalent to the one enjoyed by the IBU in Philadelphia which provides for a 24-hour notice before layoff. In addition, the Union is also seeking triple time after 12 hours and time-an-a-half between 4 PM and 6 AM.

Morale among the strikers, who have been on strike for more than 125 days, remains high and picketing is continuing on an around the clock basis.

With tugboat personnel idle, no tugboats in the Port of Baltimore region are assisting in any docking or undocking procedures except for SIU-IBU members who continue to dock and undock, without pay, MARAD-certified vessels bound for Viet Nam.

### Boston

Shipping has been pretty good here and we are hoping for more of the same.

Munroe Hall has been keeping his eye glued to the shipping board looking for a steward department slot. An SIU man for over a quarter of a century, he last sailed aboard the *Norfolk* as crew mess. Charles Brennick says he'll be ready to sail again very soon. Charlie, who is presently enjoying a visit with his family, last sailed aboard the *Penn Sailor* as oiler. John Gale, who last shipped aboard the *Platte* as engine utility, is ready to cast off again as soon as a coast hugger hits the board.

### Philadelphia

Shipping has been fair at this port for the last couple of weeks and we are looking for an upturn very soon.

Henry Karpowicz is registered here and ready to go again. Henry sails in the blackgang and his last ship was the *Venore*. After a few months at home, John Schaller is also registered and watching the board. John says he'll grab the first steward department slot he can get. An engine department job is what John Smith is keeping his eye on the board for. Smith's last ship was the *Cape San Diego*. Last off the *Alcoa Marketer*, Ralph Bullard has decided he's spent enough time on the beach and is looking for a chief cook's job going anywhere.

### Puerto Rico

Oswaldo Rios is back home for a vacation after a 7-month stint of duty as cook and baker aboard the *San Juan*. Harry Jones also just finished a trip aboard the *San Juan*.

## SIU Members Vote Approval Of Defense League

(Continued from page 2)

SIU regular membership meeting on February 6 by Robert A. Matthews, chairman of the League, who is SIU vice-president in charge of contracts and contract enforcement and a veteran of the maritime labor movement.

Matthews said the League had established an office at One Hanson Place, Brooklyn, and would depend on voluntary contributions to provide the necessary assistance to members of maritime organizations who face problems involving their personal liberties and who otherwise would not have the means to protect themselves.

Price C. Spivey, Administrator of the Seafarers Welfare Plan, is treasurer of the League.



UNION LABEL AND SERVICE TRADES DEPT., AFL-CIO

## Defense Department 'Doublethink' Endangers U.S. Merchant Marine

WASHINGTON — Secretary of Defense Robert McNamara recently expressed alarm at the growing inability of the shrinking American-flag merchant fleet to meet the nation's defense transport needs.

The Defense Secretary did not mention, however, that the state of decay into which the U.S. merchant fleet has fallen is largely the result of a long-standing anti-maritime bias on the part of various U.S. Government agencies, including the Defense Department itself. He also failed to acknowledge the fact that one of the Defense Department's pet projects at the present time, the Fast Deployment Logistic Ships (FDL) program, would certainly result in a further deterioration of the U.S. merchant fleet.

Testifying before a joint session of the Senate Armed Services Committee and Senate Subcommittee on Department of Defense Appropriations, McNamara predicted that in the most likely limited war emergencies of the future, up to 460 general cargo ships averaging 15,000-ton capacity and 15 knots speed might be needed, over and above those available in the U.S. airlift/sealift forces.

McNamara was very critical of the U.S. shipbuilding industry, which he described as technically obsolescent compared to those of Northern Europe and Japan. "There is no reason why the American shipbuilding industry should not be, in a technological sense, as good as the best any other country has to offer," he remarked.

### Much Left Unsaid

As is usual in statements or testimony by U.S. government agencies and their representatives, what the Defense Secretary left unsaid was much more important than what he did say. For instance:

The Defense Secretary admits that the tramp segment of the fleet is deteriorating. He does not say, however, that the tramp fleet is dying because year after year government agencies, including the Defense Department, have cheated the tramp operators out of cargoes that were rightfully theirs under U.S. law by evading cargo preference provisions. The U.S. government has never made any attempt to help the tramp segment in any way—through cargo preference or fleet modernization. It has made no attempt to encourage an effective Ship American program, has allowed runaway ships to operate in the U.S. trade to steal cargoes from the American-flag tramps, and has for the most part even refused to release ships from the reserve fleet to help the tramp operators upgrade their fleets.

McNamara assails the subsidized operators for being reluctant to drop their commercial cargoes without being assured a "good profit" from U.S. sealift operations. He does not men-

tion, however, that American-flag ships of all kinds are presently carrying a mere 8 percent of U.S. waterborne foreign trade. Were they to drop even this tiny portion of trade it is doubtful that they would ever be able to regain it once their emergency sealift service ended. Without any cargoes at all they would then be doomed — since the Government has never shown any willingness to help them get commercial cargoes. Naturally they are reluctant to give up what little they already have.

The Defense Secretary bemoans the technological obsolescence of the U.S. shipbuilding industry and asserts that there is no reason why it should not be superior to that of other nations. In fact there is a very good reason for whatever technological deficiencies do exist in the U.S. shipbuilding industry. Due to Government's policies affecting maritime, U.S. shipyards have been building so few ships that keeping up with the most modern technological advances has been both impractical and virtually impossible. With so little work (because of a continued government policy of ignoring the nation's maritime needs) U.S. shipyards have been hard-pressed even to retain skilled manpower.

The answer to all these problems is self-evident. The nation needs more merchant ships in all segments of the fleet. They must be built in America and manned by American seamen.

### Reappraisal Needed

To do this the Government must accept its total responsibility in this area and not shift responsibility as it has done in the past. The pet projects of various government administrators and bureaucrats (such as FDL) will have to be carefully reexamined in terms of their overall value to the nation. Special interests must become secondary to the national need.

Had the U.S. Government adhered to sound principles of maritime development we would not be in the serious predicament in which the U.S. now finds itself. If a sound maritime policy is not developed now and adhered to strictly, we will find ourselves in a much worse fix in the future.

The nation's needs are clear. The surest ways to meet those needs are also clear. What is needed now is some clear thinking on the highest levels of government. Unfortunately such clear thinking is not yet in evidence either from the Defense Department, the new Transportation Department, or from any other departmental segment of the Administration.

Fortunately, many congressional legislators have recently demonstrated a keen awareness of the nation's needs with regard to maritime and it begins to appear that Congress itself must take action if the nation is to be spared a serious disaster in the near future.

## The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



All representatives and members of the SIU wish newly-retired old-timer Hjalmar Olofsson a long, happy, and healthy retirement. This veteran Seafarer has just completed a sea-going career of more than 50 (fifty) years. Olie last served aboard the Milwaukee Clipper as water-tender, a spot he held down for the last few years. To all of his fellow Seafarers, Olie has been a fine, upstanding shipmate, a good Union man and an all-around good guy. He will continue to live in Chicago with his old time friends, Mr. and Mrs. Emerick.

### Chicago

Captain Manley, director of the Port of Chicago, was instrumental in providing much needed assistance in helping the MV tanker Detroit to depart Chicago after she was delayed due to the terrific blizzard which recently inundated the city. The Detroit couldn't leave the Calumet River due to heavy, accumulated snow on the bridge. The city of Chicago sent down a city fire tug which removed the snow by means of its heavily-pressurized, snorkel hose. The cooperation of Chicago's city hall and of Capt. Manley made this effort possible.

Meanwhile, despite the worst blizzard in Chicago's history, renovations on the new SIU hall are proceeding on schedule.

### Detroit

Just a few weeks ago we were talking about all vessels being laid up, about the big winter freeze, the close-up of Lakes and the Seaway, and here we are now notify-

ing crews to return to work in February. I suppose if winter comes, spring can't be far behind.

February 20th is fit out time for the U. S. Gypsum, the Iglehart, and Huron Cement. And the South American, the only U. S. registry cruise ship operating on the Great Lakes, will also fit out early this year in order to handle huge crowds visiting Montreal to see International Expo '67. The South American will make seven special cruises to Montreal, two in June, one in August, and three in September. The first one leaves Detroit Monday, June 5. Although we expect shipping to be extremely good this season we don't expect too many crew changes on this vessel.

The B. W. Calvin is now off the winter run and is laying up in Toledo. Art Garretson, oiler, says this was the easiest winter run, ever. Joe Salisbury, assistant conveyorman, said he made enough money on the winter run to relax all summer playing golf. John "Hi Fi" Rottaris is back on the beach and all the boys have put their hearing aids in storage. "Scottie" Quinlivan is back in town after several months out on the West Coast.

## Reagan Fills California Gov't Posts With Big Business, Anti-Labor Men

SACRAMENTO, Calif.—For the first time in modern history a management man will hold the post of California Labor Commissioner. Traditionally the spot has gone to a trade unionist.

Ultra conservative Governor Ronald Reagan has appointed William C. Hern, executive vice president and general manager of Colonial Bakeries, San Francisco, to the office. There are reports, also, that Reagan will name a businessman to replace Ernest Webb, head of the California Industrial Relations Department.

Sigmund Arywitz had resigned the Labor Commissioner post to become head of the Los Angeles County Labor Federation.

The commissioner heads the state agency which, among other things, helps workers collect unpaid wages from employers. Hern, 52, has appeared before the State Labor Commission as a representative of Colonial Bakeries in hearings on wage claims against the company.

Arywitz, the outgoing commissioner, said, "I wish him luck and hope he remembers the purpose of the commissioner's job is, by statute, to foster and protect the interests of the working men and women of the state."

Hern served as executive assistant in the War Labor Board in San Francisco. He since has been employed in industrial relations work for the American Forge Co. and later as executive secretary of the San Francisco Bakery Employers Assn.

Other Reagan appointments show full industry orientation:

- Henry M. Shine, an official of the National Association of Home Builders, as director of the Department of Professional and Vocational Standards.

- Burton Smith, former president of the California Real Estate Association, as State Real Estate Commissioner.

- John C. Montgomery, director of the American National Cattle-men's Association, as director of the State Department of Social Welfare.

- Dr. Preston Marshall, consulting economist for the Council of Savings and Loan Financial Corporations and director of the Savings and Loan Association of Los Angeles, as State Savings and Loan Commissioner.

Reagan also leveled a blow at the consumers when he fired Helen Nelson, the energetic Consumer Counsel, and slashed the meager \$110,000 budget of the office in half. He named a Republican housewife to study the office. The State Consumer Council was created by Gov. Pat Brown in 1959 with a large assist from organized labor. It has long been under attack from business interests.

## Repeal Measure Gains House Approval

# Wyoming Right-to-Work Repeal Bill Faces Stiff Fight in State Senate

Cheyenne, Wyo.—A move to repeal Wyoming's 4-year-old "right-to-work" law has won initial success with passage in the state House of Representatives by a 34-27 vote. The measure now goes to the Senate where it faces strong opposition.

Final House passage of the repeal measure came after the bill survived a key vote in which the House overturned a Labor Committee recommendation of "Do not pass." Seven Republicans joined with the 27 Democrats on the final vote.

In the Senate—where a repeal attempt in 1965 failed by one vote—the bill is expected to face a Labor Committee log-jam of House-passed measures. The bill must be acted upon before the Feb. 18 adjournment deadline.

The swift floor action which saw the bill move out of the House in a matter of minutes came as a surprise to the jammed gallery which had prepared for prolonged debate and emotional fireworks. Under an agreement between party leadership, the entire House was called into attendance and the measure put to an immediate vote.

### Loss Of Income

Earlier in House Labor Committee hearings, Wyoming State AFL-CIO Executive Secretary John Holaday testified that the effects of the law had been to cause the state "disastrous loss of income, employment and population."

In a lengthy document spelling out the state's economic losses since 1963, Holaday declared that the "blight of 'right-to-work' will only cause the state a further downward slide."

All the economic data of the last four years tell the shocking story of the law's harm, he stated. "Visual evidence of closed refineries, foreclosed homes and shutdown businesses reinforce the depressing facts of the statistics," he told the committee.

Each legislator received a copy of Holaday's testimony as well as figures which showed that since January 1965, when Indiana repealed its "right-to-work" law, its per capita income had jumped nearly 10 percent, as related to the national average increase of

6.5 percent during the same period.

Wyoming, since 1963, has dropped from a position where it was \$18 per person above the national average in per capita income to \$188 per person below that figure.

Other economic indicators furnished to the Wyoming legislators showed that since enactment of the state's "right-to-work" law:

- Personal bankruptcies have risen by 30 percent.
- Private employment has

dropped 2.9 percent while increasing by 6.7 percent in the rest of the nation.

- Wyoming citizens have moved away at the rate of 8.2 percent in the last five years, the highest move-out rate in the nation.

- Home foreclosures have quadrupled to where they are now twice the U.S. rate.

- While construction has risen by 8 percent in the U.S., it has dropped by 17 percent in Wyoming.

## Kingsport Management Axes Tree That Sheltered Strikers

People not familiar with the American labor movement often express wonder at where striking workers get the courage and determination to continue a long strike in the face of the great hardships imposed by an employer determined to deny them the right to collective bargaining.

At least one answer to this question is demonstrated vividly by an event that took place recently in the strike by union printing trades workers against Kingsport Press in Tennessee. This strike has been going on for almost four years against the largest producer of textbooks and encyclopedias in the United States.

A few weeks ago, in an act of unbelievably petty spite and hatred, Kingsport management cut down a tree which had occasionally afforded pickets some respite from the blazing summer sun, spring rains and winter weather.

### 24 Hour Duty

Since the beginning of the strike in 1963, pickets have patrolled the huge Kingsport Press plant around the clock, 24-hours a day, in fair weather and foul. Mornings the pickets are mostly housewives who take time from their homemaking chores to man the picketlines.

Afternoons, evenings and at night their husbands take over the march for decent wages, hours and working conditions through union representation.

If Kingsport management thought that by destroying the "pro-union" tree they would be a step closer to destroying the unions themselves, it was sorely mistaken. It is just such examples of ridiculously petty spitefulness on the part of Kingsport management that have made it clear to the striking workers that decency of any sort—decent wages, decent working conditions, decent treatment—must be wrung from the Company through direct action.

The strike will continue. Management's childish behavior has made that fact certain. After standing firm in the face of threats, the importation of scabs, and other strikebreaking attempts, the striking workers' determination will not be undermined by the loss of a tree.

It's a shame though. It was a beautiful tree.

## SIU-UIW Strikes Hussman Co.

HADDONFIELD, N. J.—The SIU United Industrial Workers has struck the Hussman Refrigerator Co. in a fight to obtain increased wages and fringe benefits for employees of the company.

At midnite on the 7th of February, 250 Hussman employees struck the company and began to picket on an around-the-clock basis.

Only recently, unions representing Hussman employees in St. Louis settled a strike against the company.

Hussman Refrigerator Co. is one of the leading manufacturers in this country of refrigerator display cases, the kind found in virtually every supermarket.

## SIU WELFARE, VACATION PLANS

December 1 - December 31, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	5,000	\$ 51,887.11
Death Benefits	23	42,623.51
Disability Benefits	915	204,075.00
Maternity Benefits	35	7,000.00
Dependent Benefits	418	84,574.34
Optical Benefits	86	1,284.10
Out-Patient Benefits	4,052	29,470.00
Vacation Benefits	1,834	740,861.23

**TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD** 12,363 \$1,161,775.29

# N.Y. Navy Yard Site Urged For New Maritime Museum

The establishment of a fitting memorial to the Brooklyn Navy Yard that would be dedicated to the history of the Yard and probably take the form of a naval museum is currently under consideration.

It has the support of Representative Hugh L. Carey of Brooklyn, who said recently, "I would hate to see the Yard's wonderful and glorious history just wiped out and forgotten."

A Navy spokesman said it would be most happy to return priceless historic relics that accumulated during the Yard's 166 years—and supply other items, such as a submarine, a cruiser and a battleship—provided that someone foots the bill.

The curator of the Navy's National Museum in Washington, Rear Admiral Ernest M. Ellers, said a small museum would be established for under \$100,000. If a battleship were included, the cost could go as high as \$250,000, he predicted.

"There is ample material," said Rear Admiral Ellers, "to establish a large museum or a small one, whatever the community wants to pay for and maintain; all we ask is that a responsible organization of public or private community leaders assume financing and maintenance."

A number of naval museums already exist. In other ports

throughout the U.S., battleships are moored and maintained by community and sponsoring organizations. The U.S.S. Texas is in Texas; Wilmington, N.C., has the North Carolina; and the Massachusetts is at Fall River, Mass.

When the Brooklyn Navy Yard was officially closed, each curious article was labeled and catalogued precisely. Most were shipped to the Washington museum and some were loaned to other institutions.

The items available include old Civil War and Spanish war weapons; cannon; models of many ships built in the Navy Yard; and old ship logs.

The Officers' Club still operating at the Navy Yard possesses a number of valuable mementoes that include, among others, two Spanish-style cannons vintage 1857, and a painting of the 1812 battle between the Constitution and the Java.

Another Brooklyn Congressman, Representative Emanuel Celler, stands fully behind the museum idea. "I would be happy," he said, "to head a committee with that objective in mind. What's more, I'd like to make the first cash contribution."

## The Pacific Coast

by Frank Drozak, West Coast Representative



San Francisco labor is mourning the recent passing of Henry Zacharin of the International Ladies Garment Workers Union. Zacharin was manager of the San Francisco joint board of the ILGWU from 1935 to 1956, and then served with the New Jersey ILGWU until his retirement in 1959.

### San Francisco

Shipping continues to move at a fast pace in this area. Right now oilers, FWT's and electricians are in the greatest demand and these jobs are moving fast.

Payoffs and sign-ons during the last period included the **Halcyon Victory, Delaware, Southwestern, Transwestern, Rachel V., Cour D'Alene, Trenton, Los Angeles, Cosmos Mariner, Oceanic and Duke Victory.**

Ships serviced in transit included the **Seatrain Puerto Rico, Oakland, Calmar, Trenton, Yorkmar, Geneva, Steel Seafarer and Steel Artisan.**

**R. L. McCannon** just signed off the **Cosmos Mariner** on which he sailed in the steward department on a trip to Guam. Anxious to ship again right away, he's now watching the board for a job that will take him anywhere in the world aboard any vessel. **Ross F. Lyle** is ready to ship again following a short rest at his home in Houston. Brother **Lyle**, whose last ship was the **Lynn Victory**, is looking for an engine department slot that will take him to the Far East.

### Seattle

Shipping has been brisk here during the last period with four payoffs, three ships signing on and four ships passing in transit. Payoffs included the **Joplin Victory, Seattle, Santore and Ames Victory.**

Signing on were the **Columbia Victory, Seattle and Cape Saunders.** Serviced in transit were the **Anchorage, Seattle, Elizabethport and Calmar.**

Oldtimer **Al McCullam** dropped by the hall to say hello recently. Al is chief steward aboard the **Choctaw Victory** now, following a long spell as chief cook aboard the **Long Lines.** **Pedro Alvarez** is still UFFD following an injury sustained while aboard the **Council Grove** as chief cook. He hopes to get his FFD soon however and says he will take the first chief cook's job that hits the board.

### Wilmington

Shipping has been good here for the last couple of weeks and promises to get even better in the upcoming weeks. During the last period we had the **Enid Victory** payoff and serviced eight ships in transit. The best shipping prospects in the near future should be for AB's, FOWT's, electricians and cooks.

**Ray Austria** received his first disability pension check here recently and is planning to spend a lot of his time on the beach with his 3-year-old son. We hope to see him around the hall regularly and so do his many shipmates. After being UFFD for several months, **Louis Thomas** has the go-ahead to ship again and is anxious to ship out. He plans to grab the first steward job that comes up.

# DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

January 28, 1967 to February 10, 1967

## 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	1	1	6	0	4	16	5
New York	51	16	48	18	17	240	82
Philadelphia	7	2	5	0	2	26	5
Baltimore	27	5	24	17	5	102	48
Norfolk	12	6	15	6	17	22	15
Jacksonville	5	7	2	5	3	13	4
Tampa	1	2	3	1	2	12	7
Mobile	34	13	28	22	4	79	14
New Orleans	25	29	6	1	0	229	98
Houston	48	32	23	20	24	158	75
Wilmington	17	8	16	10	11	38	2
San Francisco	43	18	21	15	39	95	17
Seattle	15	20	19	9	19	34	2
<b>Totals</b>	<b>286</b>	<b>159</b>	<b>216</b>	<b>124</b>	<b>149</b>	<b>1064</b>	<b>374</b>

## 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	4	0	4	0	5	5	1
New York	44	31	40	23	27	169	79
Philadelphia	6	4	1	2	4	17	7
Baltimore	12	25	12	23	11	57	34
Norfolk	6	7	10	6	6	16	16
Jacksonville	6	1	2	1	7	6	6
Tampa	2	4	1	1	1	7	4
Mobile	22	24	29	20	7	48	23
New Orleans	27	26	22	8	1	108	96
Houston	33	28	20	18	19	92	78
Wilmington	12	8	13	9	21	22	2
San Francisco	35	35	43	24	45	49	14
Seattle	22	8	16	8	20	24	10
<b>Totals</b>	<b>231</b>	<b>201</b>	<b>213</b>	<b>143</b>	<b>174</b>	<b>620</b>	<b>370</b>

## 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	1	0	5	2	1	4	0
New York	26	11	26	11	27	152	38
Philadelphia	4	1	5	4	6	22	8
Baltimore	23	8	15	9	11	61	26
Norfolk	8	8	5	5	7	12	14
Jacksonville	5	4	3	3	4	6	5
Tampa	5	2	4	0	1	8	4
Mobile	29	4	27	10	6	64	10
New Orleans	37	24	8	15	1	168	73
Houston	31	18	14	10	7	90	40
Wilmington	14	10	14	8	16	14	4
San Francisco	24	17	29	17	37	54	12
Seattle	10	10	13	7	19	19	7
<b>Totals</b>	<b>217</b>	<b>117</b>	<b>168</b>	<b>101</b>	<b>143</b>	<b>674</b>	<b>241</b>

## Stiff Standards Collapse Under Industry Threats

# Federal Auto Safety Standards Hit As Weak, Ineffectual, Meaningless

WASHINGTON—The American automobile industry has won another battle against safety—with the aid, comfort and cooperation of the National Traffic Safety Agency, set up under the 1966 National Traffic and Motor Vehicle Safety Act, supposedly to set up stiff mandatory safety standards.

The giant auto industry has been so successful in watering down safety proposals and recommendations for 1968 cars that the recently announced federal standards led auto industry critic and author, Ralph Nader, to comment that the government "didn't compromise with the industry, they surrendered to it."

Another commentator stated the general feeling when he said that the Government agency "met virtually all the recommendations made by the auto industry." It is generally agreed that the industry, while remaining close mouthed in public, really threw its weight around behind closed doors in Washington.

To protest the virtually meaningless safety standards finally won by the auto industry, the National Traffic Safety Agency's top safety engineering consultant, William I. Stieglitz, resigned his post, saying that he could not "in good conscience" continue to serve as an agency consultant.

Of the so called "safety standards" finally demanded by the agency, many cover items which have been standard equipment on

automobiles for many years. These items include windshield wipers, hydraulic brake system,

defroster and defogging system, shatter-resistant windshields.

More than this, the auto manufacturers had declared, would force companies to go out of business—a difficult claim to justify for companies that show net yearly profits of about \$2 billion.

Enforcement of the safety requirements is almost as meaningless as the standards themselves. Manufacturers whose cars do not meet the standards will be fined \$1,000 for each illegal vehicle, not to exceed \$400,000 in total fines—again, a difficult amount to justify for companies with net yearly profits in the billions of dollars.

Under heavy attack from many quarters for doing a disservice to the safety of the American people, the National Traffic Safety Agency refused to comment on why it weakened seventeen of the regulations to the point where they are "virtually meaningless," as Ralph Nader charges, and withdrew three other regulations entirely. An order accompanying the regulations said that the agency was "under no legal duty to reveal the internal processes that shaped the project. . . ."

## Contact Union On Draft Status

All SIU men, regardless of their ratings, who are sailing actively and whose draft status is in question should communicate immediately with the Union, giving full particulars. Direct all letters and communications pertaining to draft board matters to Earl Shepard, Chairman, Seafarers Appeals Board, 675 Fourth Ave., Brooklyn, N.Y. 11232.

The SIU and the Maritime Trades Department have been seeking to have seafaring declared an essential industry because of the vital supporting role it is performing in the Viet Nam conflict. This effort has not yet been successful but the Union meanwhile has been endeavoring to obtain deferments.



*“... to assure protection of their rights”*

## MARITIME DEFENSE LEAGUE

## ENDORSED BY SIU MEMBERS

**“The Maritime Defense League . . . a voluntary committee to assure that Maritime Workers, faced with charges threatening their personal liberties, are afforded a meaningful fundamental American right to counsel and assistance which, but for recent legislation and interpretation, would normally be furnished by their associations and organizations . . .”**

**O**N FEBRUARY 6, 1967, the regular SIU membership meeting in the Port of New York voted endorsement and full support of the Maritime Defense League. This action followed a presentation under the Good and Welfare section of the meeting by Robert A. Matthews, a vice-president of the SIU, who is the chairman of the newly-formed Maritime Defense League.

Matthews outlined the reasons he and others had recently formed the Maritime Defense League and asked for the support of the League and its objectives by all SIU men.

After discussion and indications of support, a motion was made and carried to return to the New Business portion of the meeting agenda, so that action could be taken on Matthews' request for membership support.

The motion, which endorsed Matthews' remarks, called for full support

and endorsement of the Maritime Defense League by SIU members, and urged all action possible by the union and the membership to publicize and assist the League in carrying out its program.

After further discussion and support for the remarks by Matthews and others, the membership voted its concurrence, and enthusiastically urged similar action by Seafarers at regular meetings in all SIU constitutional ports.

As a result, this matter was similarly discussed and acted upon unanimously at all regular SIU membership meetings this month.

On the following pages, this Special Report in the SEAFARERS LOG provides further details regarding the SIU membership action as well as additional information about the Maritime Defense League.

# SIU Membership Meetings Vote to Support Maritime Defense League

The following is the text of Brother Robert A. Matthews' remarks to the membership under Good and Welfare at the New York regular SIU membership meeting on February 6, 1967, in which he describes the reasons for the establishment of the Maritime Defense League and the need for membership support:

"Mr. Chairman and brothers: There is a matter of very special importance that I would like to discuss at this time.

"This subject is a matter of great importance for every member and officer of the SIU, for every union member who works in the maritime industry and for every trade unionist in America.

"I would ask all of you to keep in mind that I speak not only as one of the founding members of the SIU, but as a vice-president of this union and as the oldest officer in terms of service to this union, as well as an individual.

"As I look around here in the hall, at this meeting, I see many of the brothers who have been involved in the type of situation I refer to. This goes back to some of the earliest beefs we were involved in as members of this union—to organize new ships and companies—to get new contracts and conditions—to help other unions in our industry—and also, in the trade union tradition, to help unions throughout the labor movement who were helpful to us and who needed help in their time of trouble.

"Since the inception of our union, our people have been involved in constant struggle. To the oldtimers, I refer you to the beginnings of our union and the struggles we had in the early days merely to exist.

"I refer you to the year 1939 in Mobile—to the SS American Seaman beef involving our fight against a government fink ship that threatened the security of union seamen. You will remember that many of our brothers were thrown in jail and beaten by the police during this beef.

"You will remember the 1946 General Strike called by the SIU—the only general strike in maritime before or since that time, in which dozens of SIU men were jailed—one of whom, after 21 long years, is still in prison. We won our beef. We forced the government to allow our wage increase, and we paved the way for the end of the Wage Stabilization Board.

"There also was the Isthmian strike in 1947 after we had won a worldwide collective bargaining election. There were other major strikes and beefs in that period—like the P & O strikes in the Gulf—the bonus beefs before and during the war—and the historic Cities Service beef, of which a U.S. Senate Labor Committee said: 'It is amazing that any union could survive this carefully-coordinated, heavily financed, lawyer-led attack.'

"And there was the Garment Workers' strike—the Wall Street strike—the IUE Westinghouse strike—the Oil Workers' strike—the CIO Shipyard Workers strike—strikes by government employees, insurance agents and many, many more in which hundreds of SIU men were jailed. In all of the beefs of our union in the interests of its own membership and in our supporting actions for other unions, our people have always paid a price—in mass arrests, jailings and beatings.

"The road has been long and hard to get where we are today—and many a member and officer has been involved in situations where their action and service on behalf of the union and their union brothers has led to problems with the law and law enforcement agencies—to jailings and jail sentences—to phony charges rigged by management, detective agencies, lawyers, cops, ambitious prosecutors, and others.

"In all of these beefs, SIU men have been subjected to harassment, jailings and legal problems. Witness the recently-concluded Duluth matter, in which four SIU men suffered so needlessly—for no reason other than they were union men. This was not the first time where seamen were picked up on a phoney pretext in order to harass and intimidate them. It's happened before, it's happening now and it will happen again.

"In the past, the union and the membership have often been able to help Seafarers and other SIU brothers who have needed help as a result of these problems. We've been able to help them with legal assistance and other types of assistance, including assistance for these men and their families because they were unable to keep working—or were thrown into some dingy lock-up and had no funds. Naturally, they turned to their union and union brothers for help, and they got it.

"The same type of situation has happened hundreds of times in many ports—including foreign ports—where SIU men and other seamen have been harassed—even framed—by local authorities looking to make a pinch. Seamen everywhere have always been fair game for this kind of thing, whether because of a strike or job action, and or any other kind of beef. There are lots of men in this hall who have had problems like these at one time or another.

"So the matter I speak of is really nothing new; it's been going on for years—especially where our kind of people are involved—because the beefs we've been in have all been for the purpose of building our union, for protecting our jobs and helping our friends who have been in some kind of trouble.

"Today, however, although many of the same problems still exist for SIU members and members of other maritime unions, much of this kind of help for members is no longer available from their union. Under such laws as the Landrum-Griffin Act of 1959 and various court decisions and interpretations, unions can no longer help their members in this way.

"Although a union member still needs this type of help—where he's involved in some type of charge and doesn't have the necessary funds of his own—he can't go to his union for help.

"The law says the union can't help him fight these charges. The law says the union can't provide assistance, legal or otherwise, unless the man is acquitted and released—even if the union believes it can help prove the man's innocence—it cannot help in any way.

"It's too late then most of the time, because a union member has probably used up all his savings, if he has any—he's hocked his house, car and everything else to pay for his defense—and after he beats the charge, he's back where he started except for being broke and having a bad name.

"If a union brother doesn't have the means to defend himself, he's worse off—he has to look for charity and handouts. You all know that legal fees and expenses come high—higher even than medical bills and hospital costs.

"The law today makes a union member a second-class citizen in this respect—because in management, in business, if a member of some company gets in trouble involving his work for the company, the company can usually help him. They can help pay bills for his defense and charge the cost off as business expense.

"THIS IS WHAT THE LAW HAS COME TO MEAN TODAY—two classes of citizenship—one for union members and another for management. This is a bad and unfair situation, but it's a situation we have to live with under the law. We are a nation of laws—and we have to abide by the laws.

"For this reason, the need has existed for some time now for the kind of private, voluntary organization that can help SIU members involved in these situations and give them the type of legal assistance and other assistance they may need to assure protection of their rights.

"In the maritime industry, we've all had plenty of experience with the kind of situation I'm talking about—because our jobs and our industry are regulated by more agencies and more government groups, local, state and federal—and we're policed by more types of agencies—than anyone else.

"The waterfront worker and the seaman have always had this type of problem more than anyone else. This is the reason we've had to fight harder and more often than anyone else to get where we are today, and to stay there. It's a constant fight—you can't take anything for granted.

"The only way we've been able to do anything is by fighting back wherever we can—by fighting to keep government agencies, police, phony detective agencies and others from smothering us and our people with unfair regulations, arrests and phony prosecutions.

"Over the past months, a number of people concerned with these problems have been talking about this situation more and more, and finally have formed an organization to do something about it.

"We intend to help ourselves because nobody else can do it. The conclusion is obvious—something should be done, something must be done. We intend to see to it that our people are properly defended.

"We have formed an organization called the Maritime Defense League, whose purpose is to provide the type of assistance needed to guarantee basic constitutional rights that are available to everybody else, but not to members of labor organizations—because of legal restrictions.

"This new organization, the Maritime Defense League, has established a set of by-laws. It has elected its own officers, and I am proud to serve as its chairman. We intend to move forward to help promote this League, by enlarging our committee to include people from all walks of life.

"The League has established an office in Brooklyn at One Hanson Place, and is establishing the necessary machinery to provide the type of help that SIU men need when they are in trouble. The Maritime Defense League is going to set about collecting the funds that are needed for the defense of SIU members who can't turn to their union for help—because the law is set up to deny them the help they need.

"I and others in the new Maritime Defense League believe this is an important organization—that it is a most worthy cause and that it deserves the support of every SIU member and every union member in this industry. It is the only way to provide the help that is needed at the time it is needed.

"We believe the Maritime Defense League should be endorsed by the SIU membership and supported in every way, with funds, publicity and by every other means possible.

"Mr. Chairman and brothers—speaking as an individual member and officer of this union, I request that the membership endorse the purposes of the League and give it their voluntary support in every way possible."

At the end of Brother Matthews' remarks, there was discussion on the subject matter presented in his remarks and on the need for an organization such as the Maritime Defense League.

It was moved that the meeting go back to New Business and, there being no objection, this was done.

A motion was then made by Brother Joseph Algina and seconded by several to concur with Brother Matthews' remarks and recommendations, to endorse the Maritime Defense League and to give it full support and publicity through the SEAFARERS LOG and other means; further, that officers and members be authorized to contribute their time in behalf of the League in the same manner that they do for community service organizations and civic causes. There followed discussion by members from the floor, who voiced strong support for the League's objectives, with several describing their own experiences in urging support for the League.

Following considerable discussion, the question was called and the motion was adopted unanimously.

Brother Matthews' report on the Maritime Defense League was subsequently presented at the regular February membership meetings in all constitutional ports, which endorsed the League and concurred with the action taken by the membership in New York.



Members at the New York SIU meeting on February 6 listen intently to a report on the formation of the Maritime Defense League by SIU Vice-President Robert A. Matthews (left, inset), one of the founders of the League. Photographs at right show some of the Seafarers who hit the deck to urge support of the League.



**SEAMAN SENTENCED IN WALL ST. STRIKE**  
Special Sec...  
erick I

**10 Pickets Arrested At Westinghouse**  
Picture on Page 2

**2 Seamen Ask Retrial**  
Two members of the Seafarers International Union

**Two Of SIU Lose On Plea**  
Duluth, Minn., Oct. 6 (AP)—United States District Judge Dennis F. Donovan yesterday...  
moti... side

**List 39 Arrested In Strike Clash**

**Arrest 5 on Picket Line**  
By KERMIT JAEDIKER

**2 SIU Members Found Guilty**

**Maritime Pickets Face Court Test**

**EIGHT PICKETS JAILED**  
President's Aid To Be Sought In Shipping Dispute  
By The Associated Press



# The Maritime Defense League

"Recognizing that a basic and fundamental right of all Americans is the right to counsel is illusory and economic resources to pay for services related to counsel are the unlimited resources of the same by them, and

"Recognizing that working men and women possess economic wealth and resources to afford them the same as every other American, has certain basic constitutional rights:

- The right to be informed of all particulars prior to questioning by any police agency—city, state or federal;
- The right to have legal counsel present during questioning by any agency—city, state or federal;
- Protection against search and seizure without a warrant.

The legal and other assistance which the League will make available to maritime workers will be provided from a fund sustained by voluntary contributions. The League will shortly begin a campaign to raise the funds that will enable it to carry out its program. Any SIU member who may require assistance which, under legal restrictions, cannot be provided by his union, is urged to contact the Maritime Defense League, One Hanson Place, Brooklyn, New York 11217.

"Mindful that maritime workers and their families at times have been subjected to such conditions which at times has resulted in a threat to their personal liberties, both economic and otherwise upon persons with serious economic and social problems, and

"Desirous of protecting the constitutional right to counsel, and to alleviate adverse conditions upon their families,

"Therefore, the Maritime Defense League is hereby organized to protect the constitutional right to counsel, and to alleviate adverse conditions upon their families,

## Maritime Defense League Officers



**Price C. Spivey**, Treasurer, is Administrator of the Seafarers Welfare, Pension and Vacation Plans. Formerly in government service, he was awarded the U.S. Treasury Department's highest departmental medal for exceptional civilian service, and has received numerous commendations for his assistance to various other Federal, state and local agencies.



**Robert A. Matthews**, chairman of the Maritime Defense League, is a charter member of the Seafarers International Union and a veteran of some 30 years in the maritime labor movement. He is the SIU's Vice President in Charge of Contracts and Contract Enforcement.

Contributors to the Maritime Defense League will receive an official receipt (sample at right). Checks or money orders drawn to the order of the Maritime Defense League should be mailed to the office of the League, One Hanson Place, Brooklyn, New York 11217.

RECEIPT 00000

**MARITIME DEFENSE LEAGUE**  
One Hanson Place, Brooklyn, New York 11217

The MARITIME DEFENSE LEAGUE is a voluntary committee. Its purpose is to assure that Maritime Workers, faced with charges threatening their personal liberties, are afforded a meaningful fundamental American right to counsel and assistance which, but for recent legislation and interpretation, would normally be furnished by their associations and organizations. Your voluntary contribution is solicited.

*Robert A. Matthews*  
ROBERT A. MATTHEWS  
Chairman

DATE \_\_\_\_\_  
ISSUED TO \_\_\_\_\_  
CONTRIBUTOR'S NAME \_\_\_\_\_  
FOR CONTRIBUTION IN AMOUNT OF \$20.00

FOR INFORMATION OR ASSISTANCE—  
MARITIME DEFENSE LEAGUE, One Hanson Place, Brooklyn, New York 11217 • Call: (212) 638-1681

# Liberal Losses in Congress Change Legislative Climate

The cold, hard laws of arithmetic are constant. They have no party affiliation. This has become indelibly clear in the early days of the 90th Congress. It stresses anew the high cost of liberal losses in November, 1966, and the urgency of gearing for 1968 elections immediately.

Arithmetic showed up plainly in President Johnson's State of the Union message, as much by omission as by declaration. Two years ago, for example, the arithmetic of Congress enabled LBJ to call for 14(b) repeal with some hope of success. This year it went unmentioned. Absent, too, was mention of trail-blazing new social programs.

More to the point, the early tests of the 90th Congress provide a tough lesson in basic math. Two years ago, with a 295-140 Democratic bulge in the House, the 21-day rule to circumvent the Rules Committee with liberal legislation passed 224-202.

This year, the 21-day rule was scrapped. On the first vote, a move to adopt intact the rules of the last Congress was defeated 224-196. Only two Republicans joined 194 Democrats for adoption, but 44 Democrats joined 180 Republicans to set the stage for a vote specifically junking the 21-day rule. It passed 232-185 with a coalition of 156 Republicans and 76 Democrats putting it over. Twenty-six Republicans joined 159 Democrats in support of retaining the 21-day rule.

The votes reflect the changed balance in the House. With 295 Democrats to 140 Republicans two years ago there was just enough of a margin to provide a 22-vote victory for the 21-day rule. Despite a present spread of 246 Democrats to 187 Republicans, there aren't enough horses to pull a liberal proposal through unless for some reason the Dixiecrat-conservative GOP coalition splits on a measure.

The defeat of the 21-day rule was more a symptom of problems than a serious blow in itself. The Rules Committee this year is likely to have a clear liberal majority inclined to flash the green light for good proposals.

But the votes were indicative of a bounce-back for the conservative coalition whose ranks had been decimated during the 89th Congress. It comprises half the 90-odd southern Democrats and the bulk of the 187 GOP members of the House, enough, allowing for minor defections, to swing the 218 votes needed for control of the 435-member House.

The same problem that must be faced in votes on the House Floor crops up in key committees. Notable among these is the Appropriations Committee which, in effect, writes the checks to finance major programs like the poverty war. In the 89th Congress, Democrats controlled the committee 34-16. The ratio is now down to 30-21, and at least seven of the Democrats are expected to line up with a solid GOP bloc for cuts in domestic spending.

Further weakening the liberal grip on appropriations was the death on the opening day of Congress of Representative John E. Fogarty (D.-R. I.), chairman of the health, education and welfare subcommittee which handles most Great Society appropriation bills.

*Congressional Quarterly*, an independent publication with no axe to grind, has studied the make-up of the 90th Congress closely. Its analysis shows a drop in the House to 167 dependable liberal votes on progressive domestic legislation from the 206 in the 89th Congress, and a corresponding increase in conservative votes from 171 to 206. Middle-of-the-road votes, those likely to switch depending on the issue, number 62, as opposed to 58 in the last Congress.

The base of 206 conservative votes is built on the nearly united front the 187 GOP House members will present plus several dozen Dixiecrats who'll vote with them on almost any issue. This is the coalition.

In terms of specific issues, the CQ analysis shows, support for anti-poverty programs has plummeted from 240 votes to an anticipated 191; for favorable labor legislation from 221 to 188; for civil rights, notably housing, from 234 to 205; for most Great Society programs from 218 to 177.

## LABOR ROUND-UP

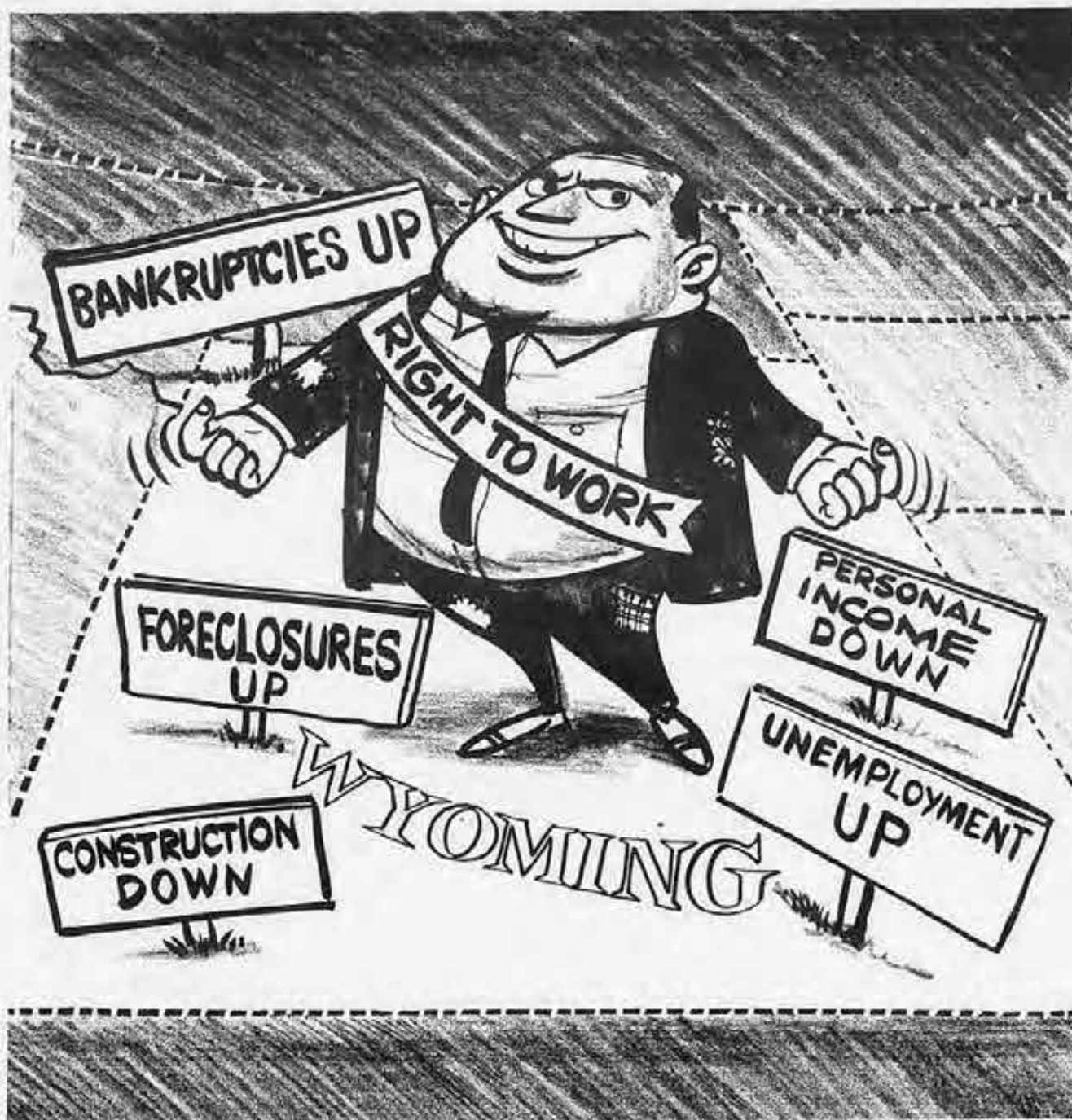
The University of Akron has established the L. S. Buckmaster Scholarship Fund to honor the former president of the United Rubber Workers who died recently. The scholarship will be open to any student. The University hopes to obtain \$10,000 in contributions for the capital amount. This could provide interest enough for one full or two partial scholarships, said college spokesmen.

The Amalgamated Clothing Workers attempted to organize the Apparel Corporation plant in Knoxville, Tenn., 21 years ago. Repeated attempts to organize the plant were met by fierce anti-unionism on the part of the employer. But, the union didn't forget its promises to the workers and finally, last month, won a first contract for the 1,500 employees.

A nurse's aide who was fired in 1964 for participating in a labor-sponsored recall campaign against the directors of her hospital, has been ordered reinstated. The California Supreme Court ruled that the law under which she was fired, which prohibits public employees from taking part in campaigns affecting offices of the agencies for which they work, was unconstitutional.

Members of the Woodbridge Township Federation of Teachers who had been on strike for two weeks returned to work after winning salary increases and improvements in working conditions. The teachers also won the guarantee that special instructors in remedial reading, vocal music and physical education would be hired for the system of 21,600 students.

# 'Come On Down!'



## A Lesson Learned?

The proponents of so-called "right-to-work" laws paint rosy pictures of how nice it would be, how industry and the economy would flourish, how everyone would be rich if only there would be no unions. Without unions, they say, free enterprise will create a heaven on earth in which everyone will profit, including the worker.

It just isn't so, however, as is clear from the financial condition of those states who do have "right-to-work" laws on the books at present. These states trail behind the rest of the nation in virtually every category of the economy.

Wyoming, for instance, became a "right-to-work" state in 1963. Since then bankruptcies have risen 30 per cent; private employment dropped 2.9 per cent (while the rest of the nation enjoyed a 6.7 per cent rise); citizens have left the state at the rate of 8.2 per cent (the highest move-out rate

in the nation); home foreclosures have quadrupled to twice the U. S. rate; construction has dropped by 17 per cent (although it rose by eight per cent in the rest of the nation).

By comparison, Indiana scrapped its "right-to-work" law in 1965 and since then its per capita income has jumped nearly ten per cent—much higher than the national average of 6.5 per cent.

"Right-to-work" has had such a disastrous effect on Wyoming's economy that the state House of Representatives recently passed a repeal measure, and action by the State Senate is now pending.

The experiences of Wyoming and other states should provide a vivid example of the dangers that "right-to-work" legislation holds for the entire U. S. economy. Section 14(b) and "right-to-work" should be abolished, and it is up to Congress to do so.

## Unload The Camel's Back

Few borrowers know the meaning, in full dollars and cents, of such loan techniques as the add-on rate scheme, the discount rate, or the "simple" monthly rate plan. Nor are they aware of subtle surcharges which "load the camel's back," that is, increase the actual cost of the loan to a substantial degree.

Very few Americans do understand these terms, yet they may vitally affect one's economic stability.

Consider the consumer who seeks short-term credit—such as the installment buyer seeking a small loan, who frequently is denied a factual accounting of the cost of credit in advance of his making the loan, or even of an accurate picture of the annual interest rate he'll have to pay.

This very consumer is the one who can least afford a gouging. Yet he remains the most vulnerable victim of the unscrupulous lender.

For example, the simplest and most direct method of obscuring credit costs is to quote to the consumer no interest rate whatsoever. The borrower is told only that he'll pay so much down and so much per month. This way, the total finance charge, and the actual interest rate, remains obscure.

The American consumer is being robbed time and again through deceptive loan tactics. What's needed is "truth in lending" legislation that would make it necessary for loan companies to spell out actual charges. The lending industry opposes "truth-in-lending" legislation simply because there's big money to be made without it. The shadier the operation, the higher the possible killing.

A strong truth-in-lending bill is badly needed to put an end to the unscrupulous practices which annually milk Americans of millions of dollars.

# AFL-CIO Begins Nationwide Drive To Catch Minimum Wage Chiselers

WASHINGTON—The AFL-CIO has opened a nationwide drive for vigorous enforcement of the new wage-hour law and has set up machinery to help all workers—whether union members or not—who are shortchanged by chiseling employers.

Federation President George Meany outlined labor's enforcement program in a letter to President Johnson and in letters to all AFL-CIO state and local bodies.

It calls for each central body to set up machinery to receive and help process complaints of wage law violations from all workers in its area—including employees

of unorganized shops and businesses.

The unorganized now "have no place to go," Meany said. "I hope each central body becomes such a place."

In his letter to Johnson, Meany termed the addition of more than 9 million workers to coverage of the Fair Labor Standards Act and the increase in the wage floor "by

far the greatest single victory up to now in the war against poverty in America."

He noted that nearly 5 million workers were scheduled to receive pay raises February 1 to bring those already covered by FLSA to a \$1.40 minimum and to guarantee newly-covered workers \$1 an hour. The direct impact of raising the wage floor will add \$1 billion to the purchasing power of those in greatest need.

"Only one circumstance could prevent this memorable legislative advance from fulfilling our hopes, and that is widespread violation of its terms," Meany wrote the President.

He stressed that "a law is only as good as its enforcement, and in this instance enforcement poses a special problem."

Meany pointed out that last year Labor Dept. investigators found that "some 430,000 workers were underpaid a total of \$90 million by employers who flouted the FLSA" and the department estimates that "only about half the violators were caught."

The new amendments increase the number of covered workers by almost 30 percent, Meany noted, and the number of establishments to be checked by nearly 60 percent.

## First Step

This extension of coverage "will enormously enlarge the inspection task," he said. He termed the President's budget request to Congress for additional wage-hour inspectors "a necessary first step."

To supplement this, Meany told Johnson, the AFL-CIO is undertaking its own campaign to assist workers in processing complaints of wage-hour violations. He urged the President to "make sure that both employers and the administrators of this law know that you intend to have fair labor standards for all—in fact as well as in name."

The problem of enforcement was pointed up by the Labor Dept.'s wage-hour administrator, Clarence T. Lundquist, at a news conference.

Lundquist said he could add 175 additional wage-hour investigators to the present staff of 1,000 if Congress approves the full budget increase sought by the President.

He acknowledged, in reply to questions, that even after the new investigators are trained the Labor Dept. would not be able to inspect as high a proportion of firms as it did last year.

Enforcement problems are always greater following a change in the law, he said, and the government will have to depend to a greater extent on violations being called to its attention, rather than on their being ferreted out by investigators.

Meany, in his letter to central bodies, pointed out that the Labor Dept. "has never had enough inspectors to do the job" and "it is up to us to help."

The procedure requiring workers to file individual complaints "is just cumbersome enough to be discouraging," the AFL-CIO president observed, "especially for the unorganized people who have to operate on their own."

## A Brief History of U.S. Minimum Wage Legislation

On February 1 the Federal minimum wage law rose from \$1.25 an hour to \$1.40. And in one year the floor will be placed at \$1.60 an hour.

Although this minimum will provide less than what is considered a living wage, it is a vast improvement over the original 25 cents an hour minimum under the Fair Labor Standards Act in 1938.

What is generally not known is that years before the Federal wage was established, a total of 15 states, the District of Columbia and Puerto Rico had minimum wage statutes on their books.

These laws were usually limited to women and children, their minimums were woefully small and their enforcement left much to be desired. But they helped to mold the thinking of the nation and pave the way for Federal legislation several decades later.

The actual minimum wage movement in the United States started in 1910 when the National Consumers' League made such legislation part of its program for women and children during the next ten years.

In the following year, the Women's Trade Union League took similar action, joining its efforts with the National Consumers League.

The minimum wage proposal was adopted first in New Zealand in 1894. However, the New Zealand measure was actually a part of compulsory arbitration of labor disputes and, as such, was very unpopular with the labor movement.

Australia, two years later, passed a law which established minimum wages to protect weak, unorganized workers and there was no limitation on labor's right to strike.

In 1909 Great Britain passed a law similar to the Australian law. Only two years after the National Consumers League and the Women's Trade Union League initiated their fight for a minimum wage in 1910, the first state, Massachusetts, passed its law.

The first minimum wage bill in the U.S. was introduced in Wisconsin in 1911 and official investigations of women's wages in relation to cost of living were begun in Connecticut, Kentucky and Massachusetts.

The creation of the Massachusetts investigating commission was secured by a committee of the state branches of the National Consumers League, Women's Trade Union League, the American Association for Labor Legislation and similar groups.

What aroused these groups and gave impetus to the minimum wage movement was the horrible conditions which provoked the Lawrence textile strike. The United Textile Workers led the drive for the legislation with the support of other unions.

The final measure, as adopted in the state, was less than was sought. It provided that a permanent commission investigate to see that employers were paying the established minimum rates and to publish the names of employers failing to do so in the newspapers. Also, a provision was included which asked consideration for an employer who could prove that minimum wage could have an adverse effect on his business.

The proponents of stronger legislation debated whether to accept the weaker bill and decided that they had better not let the favorable atmosphere slip by.

Public feeling was further shown in Ohio in 1912 when the state adopted 32 amendments to its constitution and the amendment receiving the second largest number of votes was one which authorized the legislature to enact minimum wage legislation as well as other protective labor laws for men, women and children.

In the next year, 1913, minimum wage laws were passed in eight states.

By 1923, when South Dakota took action, 15 states had passed such laws. However, all the hopes and dreams were lost during the period of "normalcy" and retrenchment and the push for Federal legislation came from the New Deal a decade later.

State laws remain one of the weakest links in the entire minimum wage structure, but the early fight of such groups as the National Consumers League and Women's Trade Union League made possible the Fair Labor Standards Act many years after the first Massachusetts law.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Representative Eddie L. Sapir, AFL-CIO and Maritime Labor Council endorsed candidate, was the leader in the Democratic primary held on January 28 to fill a New Orleans city council vacancy. Sapir led his closest opponent in the five-man contest by 3,591 votes. He garnered 9,951 to 6,360 for his nearest opponent.

Sapir's lead was an outstanding victory for the New Orleans labor movement. His opponents had the support of the city administration, most elected officials, and the local newspapers. In spite of this, Sapir was still able to finish as the top man in the primary.

Sapir will face the city administration candidate in the runoff on February 28. His opponent will need 97 per cent of the vote cast for other candidates to get a draw. Sapir's ultimate victory with support primarily from labor groups will represent a fine feather in the cap of the local labor movement.

### New Orleans

Chief cook Peter Piascik, a reformed Connecticut Yankee, is now holding court in the Crescent City. His last ship was the *Del Rio* and now Pete is looking for the first thing to show on the board. Armand Garcia is just looking at the board after spending time as AB on the *Hattiesburg Victory*. Garcia is originally from Cheyenne, Wyoming.

Seafarer H. R. Peters is settling down to enjoy the Mardi Gras before looking for a new billet. His last job was galley utility on board the *Alcoa Voyager*. Peters makes his home with his family in Tampa, Florida. AB Robert Butler recently piled off the *Del Santos*. Butler makes his home in St. Louis, but likes to do his shipping from New Orleans, especially favoring the Latin America run.

Joseph Forchia is scouting the board in hope of a billet heading for Viet Nam. Forchia sailed last as galley utility on the *Del Monte*. Old salt Kris Korneliusen makes his home in New York, but likes the Southern winter. Kris isn't particular about the ship he's looking for, but would prefer a good feeder. His last ship was the *Del Santos* on which he served as deck maintenance.

### Mobile

After a hundred-day round trip to Viet Nam, Raymond C. Steele is glad to return to his home in Bayou La Batre, Alabama. He made his trip on the *Canton Victory*. Oiler Michael Darawich recently logged off the *Overseas Joyce* after a six-month trip. He is now relaxing on the beach before scanning the shipping lineup. Also off the *Overseas Joyce*, Irwin Matthews is taking to the beach to celebrate the Mobile Mardi Gras with his wife and children. Matthews has sailed from Gulf ports in various steward department ratings for over twenty years.

Deck maintenance James M. Foster doesn't spend his beach time idling about. Instead he busies himself by doing iron work. His last ship was the *Alcoa Ranger*. Seafarer Frank O. Catchot's last stint at sea was as an electrician aboard the *Cosmos Mariner* on the Viet Nam supply run. Steward Harold Westphall was repatriated from the *American Son* after serving aboard her for seven months. Illness forced Brother Westphall to leave the ship overseas. He makes his home with his family in Satsuma, Alabama.

Westphall

### Houston

J. R. Moncrief is around the hall waiting for a coastwise run to show on the shipping board. Isadore Levy, a former New Yorker converted to a Texan, is eyeing the board in search of a tanker billet. Levy prefers warm weather which is why he is now a Texas citizen and also why he is looking for a tanker.

Shipping has picked up in the last week and there are plenty of jobs in all ratings.

## Voting in San Francisco



Seafarer Yea Wing enters polling booth at the SIU hall in San Francisco to cast his ballot in the recently-completed referendum vote to amend provisions of the constitution governing delegates to SIU International Conventions. Seafarers voting in all constitutional ports approved the proposed amendments, and results of the voting are now being placed before the membership at regular monthly membership meetings for ratification. Secret ballot ended January 27.

**Medical Practices Need Examination**

To The Editor:

Just how much are we going to put up with from the medical bunko artists in this country? Your article on eye doctors who sell glasses, doctors who send their patients to drug stores that they own, and doctors who prescribe drugs that come from companies they own made me see red.

I wonder how many of us are aware of avarice and indifference toward patients and professional ethics that permeates the medical profession? Phillip Wiley, in his great book, *Generation of Vipers*, described the situation as it was then. That was in 1942. Things have gotten even worse.

Wiley said that 80 per cent of the illnesses that are brought to the attention of American physicians are either purely imaginary, or of psychosomatic origin. In a magazine article by a doctor that I read last week, the author made the same point, but estimates that now about 90 per cent of illnesses are psychosomatic—the products of the minds of people snapping under the strain of life in contemporary America.

Ideally, given the premise that we can do little about our present society except ride it out, these people should be sent to psychiatrists. Of course, there aren't enough psychiatrists to go around now, and there are just enough psychiatrists around to cater to the people lucky enough to be able to afford 50 dollars a week or more for treatment. Like many other medical specialists, they go where the money is. Yet, the incidence of mental illness is considerably higher among the poor than among the rich, who don't have to fight for their survival every day. What happens to these mentally ill poor? If they're lucky enough to live in a city that maintains psychiatric clinics in its hospitals, and are lucky enough to be accepted, they can be practiced on by a young resident who is biding his time until he can join his grown up colleagues in the upper-upper income bracket. If he isn't lucky enough to have access to a fledgling head shrinker, he will likely as not end up in a state mental hospital. These institutions are notoriously bad, providing "custodial" care. In other words, they do what seems to be standard practice among the medical profession: they let the patient either get well or get worse as fate dictates.

But let's get back to the average Joe, who goes to his "friendly family doctor" with his psychosomatic "illness," which can range the gamut from intense headaches to severe back pains. The doctor has several options open to him. (The "friendly family doctor" now averages \$35,000 a year, in declared income.)

Most often, the doctor will prescribe medication. Often, like the doctor in your article who wrote his colleagues, "Let's push the pen for Cartone together and watch it grow," he is motivated by ruthless avarice. Or, he can refer his patient to a specialist if he feels his patient can afford it.

The specialist, whether a

heart specialist treating chest pains or a neurologist treating headaches, carries the ball from there, after milking the patient until the well runs dry. Often, of course, the illness is real. An accountant friend of mine told me that a doctor client of his told him that "medicine is 20 per cent science, 80 per cent art." "Baloney" is a better word for it than "art," I think. These specialists are past masters at slicing the baloney.

At the beginning of my letter I mentioned psychiatrists. Things being as they are, you would think that these specialists would be in the vanguard of the small group of dedicated doctors whose aim is to heal. (Half of all hospitalized patients in this country are mental cases.) Yet, with the exception of a few who teach and do research at the pitifully few good mental hospitals, they cater to the rich.

How long will we permit these medical bunko artists to practice medicine? How long will we tolerate outrageous fees and medical con games? How long will we tolerate the ineptitude and indifference that permeates the medical profession in America?

Humphrey Hess

**LETTERS To The Editor**

**Why Is the Nation So Shortsighted?**

To The Editor:

Why are the people of the United States so shortsighted in their treatment of the Merchant Marine? Airlines get fat subsidies in the form of ridiculously padded air mail contracts from the federal government. The airlines are growing by leaps and bounds and most of the big airline companies are showing fat profits.

We may be living in the "Space Age," but let's get down to earth. How essential are the airlines, really? If all commercial aircraft would be grounded tomorrow, I don't think we would suffer a major upheaval.

Our Merchant Marine fleet, on the other hand, is vital to the nation's security. Even in our "Space Age" the vast majority of freight going abroad and coming from overseas is waterborne. And 50 per cent of all transoceanic passengers are carried by ships as well. In a war, military supplies and troops would undoubtedly have to be moved by ships, and they would have to be our ships.

It seems as if the U. S. Government is setting out to deliberately destroy their Merchant Marine, heeding neither the lessons of the past—when we were one of the greatest Maritime powers—or the future—when a modern fleet could be a source of national pride, a boon to the nation's economy, and provide a livelihood for many thousands of Americans.

More power to the SIU and the Maritime Trades Department of the AFL-CIO in their effort to turn the tide before it is too late!

Timothy McMann

**Floyd Patterson Declines Rematch With Merchant Marine Champion**

"In five years I expect to be a suitable challenger for the world title," Seafarer Fred B. Kritzler told the Log recently. One of his best matches—which he lost—was against a man named Floyd Patterson. Brother Kritzler was not talking about boxing, however, but about the game of checkers, at which he is a recognized master. He has held the title of official Merchant Marine Checker Champion since 1953.

Brother Kritzler, 44, plays about 1,000 games a year. He is deadly earnest about checkers. "When I play, I don't play as a pastime. I look for competition," he says. He learned the game in 1941,



Seafarer Fred Kritzler, Merchant Marine Checker Champion since 1953, concentrates on his game in the New York hall recently.

at the age of 19, while in the Army. He enlisted in 1939. Stationed in Pearl Harbor, he was discharged in 1941, exactly ten days before the Japanese attack on that base that catapulted the United States into World War II.

Immediately after the attack he enlisted again, this time in the Navy. He served throughout the war. Brother Kritzler also continued playing checkers, sharpening his game to the point where he became U. S. Navy Checker Champion.

Brother Kritzler, who sails as an AB, joined the SIU in 1953, the year that he took the Merchant Marine Championship. The match, which he played against another AB, took place in San Francisco. His opponent "played the game well," Kritzler said. Since then Brother Kritzler has successfully defended his title many times.

"Lots of Seafarers play," and he has no trouble getting up games while at sea, Brother Kritzler says. His last ship, the Sapphire Sandy (Sapphire Steamship), was ideal, as far as he was concerned. He was on the ship over three months and the crew provided enough worthy opponents to satisfy him.

"I really learned the game at the New York Checker Lab," Brother Kritzler told the Log. The Checker Lab, he explained, is a club on West 42nd Street in New York. "The players there are really good, and you can really sharpen up your game," he said. He gets to New York as often as he can, to play at the Checker Lab and other clubs in the city.

He had the unusual experience of being trounced recently at the New York City Checker Club. "I lost this game, in January, to a worthy Brooklyn opponent, a known chess master who only one year ago took up checkers and is rapidly becoming an expert at the game," Kritzler related. "I was able to recover from this upset and eventually won the 20-game match by scoring five wins, four losses and 11 draws," he con-

tinued. "The second match I again won by nine wins, five losses and six draws."

Though he is one of the nation's top players, Brother Kritzler does lose occasionally. In 1961 he had the unusual experience of losing a match to a fellow-member of the Merchant Marine. The match was played at sea, aboard the City of Alma. He played the 20-game, non-title match against the ship's Third Mate, and lost by three games. The Third Mate's name, aptly enough, was Floyd Patterson.

**Refuses Rematch**

Brother Kritzler offered Patterson the chance to play him an official 20-game match for the Merchant Marine title when the ship reached port. The Third Mate declined, however, conceding that he would most likely lose against Kritzler in an official match.

**Saigon Match**

A year ago, in February, 1966, while ashore in Saigon during a Viet Nam run, Brother Kritzler played an exhibition match for the GI's at the South Viet Nam capitol USO. He played against an Army Staff Sergeant. "He was a great player," Kritzler admits, but he defeated him just the same.

Brother Kritzler placed third in the contest for the Gulf Coast Championship in 1963, 1964 and 1965. The series of matches are played in Mobile each year during the Labor Day weekend. This year, Kritzler hopes to compete again, hopefully coming up with the championship, and the cash prize that goes with it, this time.

One of Brother Kritzler's greatest regrets is that he can't play in more title matches. "I can't get title matches," he explained, "because I'm at sea so much of the time."

"Checkers is a difficult game to learn," Brother Kritzler emphasized. "It demands the ability to study text books on the subject. It requires patience, observation, mental concentration, and long practice sessions with better type players. The master must be able to judge personalities and to make rapid, correct calculations."

"It has proven useless to spend time with a known inferior player. Being able to win constantly with these kind will not provide any chance to advance in the game."

"Checkers is nothing more than a science. One must find the constructive basis of the game. The player must pinpoint his losing flaws, and remember them. A good student who has a desire to learn must not repeat losing patterns he made in the past."

"Ideally, every game played should result in a draw. Many World Title matches have included 30 or more draws out of the official 40-game requirement."

"Some of the games between foremost players have taken over three hours," Seafarer Kritzler pointed out. "The standard rules allow six minutes to complete a move. In tournaments, one hour is usually the limit for a game and any amount of moves may be made in this time. If a game is unfinished at the end of an hour it must be declared a draw, even if one side has a winning advantage. In some other important contests, including World Title matches, the standard rule of six minutes to a move is in effect and there is no time limit to a game."

Brother Kritzler follows checkers with a single-minded devotion. He has never played a game of cards in his life. Furthermore he doesn't believe in gambling.

He is single and makes his home in Atlanta, Ga.

**PERSONALS**

**August G. Swoboda**

Please contact your attorneys, Teitler & Teitler, at once. The address is 44 Wall St., New York, N.Y. 10005.



**Cliff Mendell**

Please contact your former shipmate on the Antinous, Robert Lonardo, before Feb. 14, to help him in a legal matter. His address is 2721 O'Reilly St., New Orleans, La. 70119.



**Jerry Rosenberg**

Please contact Treuhart & Walker, counselors at law, in regard to their work on behalf of Joseph Hollins. Their address is 1440 Broadway, Oakland, Calif. 94612.



**Christopher Radcliffe**

Contact your friend, Ciro Boccia, at your first opportunity. The address is: Universal American Ent., 6361st Air Base SQDN, APO 96415, San Francisco, Calif.

**James Thomas Wolfe**

Please get in touch with your mother as soon as possible.



**Augustus P. Power**

Please contact Mrs. Mollie Cooper about a matter of the utmost importance. Write in c/o West End P. O., St. John's West, Nfld., Canada.



**Henry Hicks**

Please contact Mrs. John R. LaFoe, 1608 Park Ave., Baltimore, Md. 21217 for very urgent news.

**WANTED**

PHOTO, LETTERS, STORIES - FOR THE SEAFARERS LOG SEND 'EM IN... SEAFARERS LOG 675 FOURTH AVE. BROOKLYN, N.Y. 11252

# From the Ships at Sea

The crew of the **Barre Victory** (Delta) received "high praise from the company and the Captain for a job well done," reports Meeting Secretary **J. Alford**. Ship's Delegate **Armond Dunne, Jr.**, also reported that SIU West Coast Representative **Frank Drozak** sent a message to the crew praising them "on bringing in a good ship with no beefs, no disputed overtime, and no one logged . . . a clean SIU ship." The crew will bend every effort to make the current trip as good as the last one.

The **Barre Victory** motto, says Brother **Alford**, is: "Help a brother member make a good trip." The crew has an added incentive, as the Captain told the Ship's Delegate that he was going to request a TV set for the crew "if we have as good a trip as the last one." During the good and welfare period of the meeting, the crew decided they would keep the messhall and the laundry room clean at all times, and to wear proper attire at meal times. Brother **Dunne** was re-elected as Ship's Delegate.



**Alford**

"All departments are running smoothly" on the **Belgium Victory** (Isthmian), Meeting Secretary **H. Middleton** wrote the Log. **S. Wilson** was elected Ship's Delegate. **Ken Hayes**, Meeting Chairman and Acting Secretary, reported that a check had been sent to the family of Brother **Robert Golding**, missing at sea last trip. The crew voted to give the Steward Department "a vote of thanks for good food and service."



**Middleton**

The crew of the **Rebecca** (Maritime Overseas) sent a letter of condolence, flowers and money to the family of Brother **Mohammed Nasser**, of Brooklyn, N.Y., who died in Sasebo, Japan. Meeting Chairman **D. Fitzpatrick** also reports that **O. Farrara's** resignation as ship's delegate was refused, and he was re-elected. Brother **Farrara** is also serving as meeting secretary. A vote of thanks was given the four-to-eight watch for cleaning the messroom in the mornings.



**Nasser**

Brother **R. P. Nelson**, Ship's Delegate aboard the **Steel Artisan** (Isthmian) reports that the vessel has "a marvelous crew." Deck Delegate **R. J. Morgan** reports that two men were picked up in Saigon to fill the Deck Department's quota.



**Shattuck**

Some of the messhall chairs are to be replaced, writes Meeting Secretary **Donald E. Shattuck**. Meeting Chairman **Robert J. Morgan** reports that the men gave a vote of thanks to the Stewards Department for good service and for catering service above and beyond the call of duty.

The Master of the **Robin Sherwood** (Robin Line) wrote to the company to say that the ship's Seafarers were "the best crew he had ever sailed with," writes Meeting Secretary **W. T. Langford**. A vote of thanks was extended the Stewards Department for "a fine job well done." Washing machine spare parts are to be ordered. All mattresses and pillows are to be replaced with fresh ones. All hands were requested to come to the messroom properly dressed, and not in underwear. Meeting Chairman **Jack Brock** reports that the crew has requested that movies be given the ship "as the stay in Cam Ranh Bay, without liberty, is hell without any diversion."



**Brock**

The Steward Department of the **York** (York Agents) gave the crew a vote of thanks for their cooperation and the stewards, in turn, were given a vote of thanks by the crew for the special meals put out for the holidays. The crew decided, writes Meeting Secretary **F. S. Paylor**, that they would keep the noise level down when returning from going ashore while in port at night. They also decided, during the meeting presided over by Meeting Chairman **Carl Gibbs**, to keep native workmen out of the crew's quarters.



**Paylor**

A vote of thanks went to the Captain of the **Del Rio** (Delta) for having the TV antenna repaired, reports Meeting Secretary **J. Gouldman**. The Steward Department accepted a suggestion that it try to acquire a better grade of bacon and frankfurters, and that it serve more of a variety of ice cream. During the meeting presided over by Meeting Chairman **S. Pappas**, the crew, in turn, agreed to bring cups and glasses back to the pantry. The men also decided to do "a little better housekeeping" in the lounge and pantry.



**Gouldman**

"The Steward Department on the **Penn Exporter** (Penn Shipping) should be mentioned in the Log as the best Department on any ship," Meeting Secretary **Z. A. Markris** writes. "They serve excellent food and have the best service. The New Year's dinner was as good, if not better, than you could get anywhere." Needless to say, the crew gave the Stewards a vote of thanks "for a fine running Steward Department." **P. J. Connolly** was elected by the crew to serve at Ship's Delegate, during a meeting presided over by Meeting Chairman **A. M. Michelet**. The three departments all reported "everything going along smoothly."



**Markris**

Ship's Delegate **Ulas Coffman** made a motion during his report to extend a vote of thanks to the Chief Cook. The motion was adopted by the crew of the **Inger** (Reynolds Metal). He also reported, during a meeting recorded by Meeting Secretary **W. B. Yarbrough**, that men going ashore in Panama will clean their rooms and turn in dirty linen to the Steward Department.



**Coffman**

## Lifeboat Class No. 169 Casts Off



Instructor **Arni Bjornsson** proudly stands with his latest graduating class of lifeboatmen. With their official Coast Guard lifeboat endorsement, they will receive shipping priority. Seated in the front row (l-r) are: **Nick Zervos**, **Nick Prodendo**, **Mohamed Basir**, and **Lesantro Burrello**. Behind them (l-r) are: **Charles Kastanis**, **Paul Schneider**, **Richard Schmidt**, and their Instructor **Arni Bjornsson**.

## FINAL DEPARTURES

**Albert Gray, 41:** A heart attack claimed the life of Brother **Gray**. He died in the Mobile Infirmary. A resident of that city, he was retired on an SIU disability pension at the time of his death. Born in Maine, he joined the SIU in 1944, in the port of New York. Married and the father of a child, he served in the Army during the Korean conflict.



**Murdock MacLeod, 57:** Brother **MacLeod** died suddenly of a heart attack at his home in Jacksonville, Fla. He worked as a Fireman on tugs and dredge boats, first on the Great Lakes and then in the South. Born in Nova Scotia, Canada, he learned the miner's trade there. Immigrating to the U. S., **MacLeod** was a member of the United Mine Workers of America from 1925 to 1941. He was wounded while serving in the Army during World War II. After the war he became a Seafarer. He is survived by his wife, **Beverly Louise**, and a sister, **Mrs. Owen R. Hadley**.



**Carmine C. Giordano, 62:** Brother **Giordano** died of heart disease in Los Angeles. Sailing in the Steward Department as a Cook, he resided in New Orleans and usually sailed from that port. Brother **Giordano**, a bachelor, was born in Philadelphia.



**James A. Garrison, 57:** Brother **Garrison** suffered a fatal heart attack in his home in Norfolk. A welder, he was employed at Colonna Shipyards. Born in North Carolina, he was a long-time resident of Norfolk, having worked for Colonna Shipyard since 1942. He is survived by his wife, **Osie**, and three children, **Albert**, **Evelyn** and **Hattie Sue**.



**August Matousek, 49:** Brother **Matousek** died while performing his duties as a tugboat deckhand for the Erie-Lackawanna Railroad. He fell from the deck of a vessel and drowned in the Hudson River near Hoboken, N. J. He had worked for the Erie-Lackawanna Railroad since 1937, with a three-year interruption while he served in the Army artillery during World War II. He resided in the city of his birth, **Jersey City, N. J.** He is survived by his wife, **Margaret**, and two sons, **Richard** and **Charles**.



**Emilio Pardo, 65:** Brother **Pardo** succumbed to a stomach ailment in his home in Baltimore. A veteran of over 30 years at sea, he joined the SIU in the port of New York in 1947. Brother **Pardo** sailed in the Deck Department, as an FWT. Born in Spain, he was a citizen of this country. A widower, Brother **Pardo** is survived by a son, **Emilio Pardo Suarez** of Caruna, Spain.



**John Ficarrota, 57:** Brother **Ficarrota** died of cancer after being hospitalized in the New Orleans USPHS hospital for six weeks. Born in Italy, he was a citizen of the U.S. and resided in Tampa. He joined the SIU in that port and usually sailed from there.



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

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

NAME .....

STREET ADDRESS .....

CITY ..... STATE ..... ZIP .....

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

ADDRESS .....

CITY ..... STATE ..... ZIP .....





## NOW IS THE TIME...

### Upgrade to Engineer's License

**S**EAFARERS in ever-increasing numbers are taking advantage of the opportunity to upgrade themselves to engineer ratings under the jointly-operated SIU-MEBA District 2 engineers training program. Thus far, a total of 124 engine department Seafarers have obtained their engineer's licenses.

Now is the time for Seafarers who have been thinking about taking advantage of the opportunity to upgrade to engineer, to file their applications for the school. If you are 19 years of age or over, a citizen of the United States, and have 18 months of engine department watch standing time, you qualify to train for an engineer's license, at no cost to yourself. You'll be provided with meals, hotel lodgings and subsistence payments of \$110 a week and you'll be able to ship as engineer immediately upon obtaining your license.

Through a reciprocal agreement with Marine Engineers Beneficial Association, District 2, Seafarers will receive full credit and complete protection for all pension benefits built up under the SIU pension plan. Furthermore, your SIU pension will be supplemented by the MEBA, District 2 pension plan in approximately an equal amount while you're sailing as engineer. Welfare benefits are also completely covered.

Seafarers who sail aboard MEBA District 2-contracted ships after obtaining their licenses will not be required to pay the MEBA \$1,000 initiation fee, and will not be required to drop their SIU membership if they do not wish to do so.

The period of instruction ranges from 30 to 90 days, determined only by your own ability and knowledge.

The latest group of Seafarers to have their applications approved and accepted for the upgrading school includes:

John B. Abrams  
Willis B. Addison  
Edgar Felton Armstrong  
Joe N. Atchison  
Joseph Berezcky  
George A. Bishop  
Raymond J. Bowman  
John E. Burchinal  
Robert J. Carrigan  
Jochini F. Cicirello  
James E. Cline  
William J. Conners  
William D. Cook  
A. J. Covington, Jr.  
Richard W. Crosbie  
Antonio S. Cruz  
Ezekiel Daniels  
Armond Dunne, Jr.  
William G. Dyal

Melvin C. Eickmier  
Jasper D. Farr  
John W. Faircloth  
Lee Roy Frazier  
Jose M. Gomez  
Stanley P. Gondzar  
Herbert Gray  
James Hale  
Isabel Hernandez  
Ronald M. Hosford  
Billie Jenkins  
Vernon E. Keene  
Francis Keeley  
John P. Lasky  
Edmund James Len  
Lucas Lopez  
George H. Malinowski  
George W. McAlpine  
Robert Lee McDavitt

Joseph Nichol McLaren  
Juan Medina  
Juan J. Moreira  
Odd Jan Olsen  
Spiridon Perdikis  
Robert Ignatz Pionk  
Walter Pritchett  
Thomas Virgil Raines  
James L. Reaume  
James Edward Roberts  
Herbert Denton Rolan  
John J. Rymarz  
Frank Travis  
Herman Van De Beek  
Alberto M. Velez  
Walker E. Ward  
John Lauren Whisman  
Clark Cole Wood  
Robert L. Wroton

The men whose names are listed above, as well as the others who are being accepted daily for the engineer license training program, are being scheduled to begin classes at their earliest convenience. Men whose names appear on this list—if they have not already done so—should write to or telephone the Harry Lundeberg School of Seamanship, 675 Fourth Avenue, Brooklyn, N. Y. 11232; telephone (201) 499-6565, so that they can be scheduled to begin classes.

If you are interested in upgrading to engineer and can meet the qualifications listed above, sign up now. Further details and application forms are available at any SIU hall or by writing SIU headquarters, 675 Fourth Avenue, Brooklyn, New York. 11232.

### 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 \_\_\_\_\_



## APPLY NOW!