

STOP TRADE with NORTH VIETNAM

The Maritime Unions Boycott—page 3

Hampton Roads Port Council Honored by MTD



Plaque for Meritorious Service in the Cause of Labor was presented recently to the Hampton Roads Port Council, MTD, at ceremonies held at the SIU hall in Norfolk. Taking part are, (l-r, front row), Peter Buono, Local 25, Operating Engineers; Jack Epstein, Local 1100, Painters; David Alton, ILA Local 1819 and Vice-President of Port Council; Murray Fierco, Local 147, I.U.O.E., Port Council President; Raymond Williams, ILA Local 1248; L. M. Jones, ILA Local 846; W. L. Gill, ILA Local 846 and M. H. Boone, ILA Local 1458. Back row are (l-r), J. H. Drummond, ILA Local 846; Gordon Spencer, Council Secretary-Treasurer and SIU Norfolk port agent; Marvin Smith, Local 87, Sheet Metal Workers and C. A. Moser, SIU Inland Boatmen's Union.

Report of International President



by Paul Hall

The recent minority-bloc success in the Senate by which the filibuster was used to prevent the majority from voting on repeal of 14(b) of the Taft-Hartley Act was but one element in the battle waged by anti-labor forces which would keep American workers in the 19 so-called "right-to-work" states under the thumbs of the sweat-shoppers, union-busters and wage chisellers.

All across the land the fight to keep 14(b) on the books was supported by a massive, heavily-financed propaganda barrage directed by professional promoters acting for those who are intent on preserving low wages, weak unions and the very least of social benefits.

It was a smoothly coordinated campaign of union-busting employers and the right-wing hate-dispensers of every stripe. Their agents invaded communities throughout the nation and poured their "right-to-work" propaganda, including phony letters to the editor and canned editorials, to local newspapers and radio and television stations. And these media of information and opinion more often than not passed it on to the public without so much as a twinge of their consciences.

As the AFL-CIO Executive Council declared last week, "The propaganda barrage against 14(b) repeal, based on the most outrageous and inflammatory falsehoods, has misled thousands of well-meaning citizens. There was literally no place where most citizens outside the labor movement could find an objective statement of the 14(b) issue or of the trade union position. The wells of information . . . were for the most part poisoned by . . . deliberate dishonesty."

The determination of the American labor movement to carry on the fight against the "right-to-workers" and what they stand for was made crystal clear when it sounded the call for intensified political action and "an even greater united effort by the labor movement."

* * *

Actions of considerable importance to everyone in our nation as well as to the workers represented were taken at the recent meeting of the AFL-CIO Maritime Trades Department Executive Committee. The press and other information media devoted considerable attention to the MTD's support for the boycott plans announced earlier by the ILA, SIU and NMU against ships trading with North Viet Nam.

It is hard to believe that vessels who trade with the North Vietnamese and Vietcong, who are locked in combat with American forces and their allies, are permitted to come and go into U. S. ports bringing and hauling away commercial cargoes.

The Department's Executive Board acted on a number of matters of importance to the American merchant marine. Included among these was a call for the creation of an independent federal maritime administrator. The Department holds that an independent agency to administer this country's maritime laws could focus greater attention on the American merchant marine with the objective of revitalizing the industry. Undeterred by conflicts that exist under the present setup, The Maritime Administration is but one of several branches of the Department of Commerce and consequently does not receive the attention and consideration which this vital industry merits.

The Maritime Trades Department is consequently going to press for the passage of legislation which would give maritime an independent agency which is so essential to its improvement and effective operation.

Another significant step taken by the MTD Board was the decision to set up a legislative committee. This will enable affiliates with an interest in maritime matters to coordinate their activities on the legislative front.

This committee would also work in cooperation with the legislative department of the AFL-CIO and with COPE. It was the thinking of the board that greater impetus would be given to the legislative needs of the individual organizations within the MTD that would provide a vehicle for joint efforts with other AFL-CIO groups in seeking implementation of the AFL-CIO's American merchant marine policy.

Garmatz Offers Plan to Expand Fleet

With an eye toward dispelling "the atmosphere of despair that now prevails in our maritime program," Representative Edward A. Garmatz (Dem., Md.), chairman of the House Merchant Marine & Fisheries Committee, has laid down the five main ingredients for a sound, new and expanded maritime program. He laid down his formula for reviving the U. S. merchant marine at a meeting of the Propeller Club in Washington last week.

Remarking that he was "tired of reading" the endless analysis of the Interagency Maritime Task Force and the Maritime Advisory Committee, Representative Garmatz expressed confidence that President Johnson would take action to bolster the U. S. merchant marine. "The picture is not entirely bleak," he said.

Garmatz said he considered the following points to be essential for a new maritime program:

1. More vessels "must" be built for operation under the U. S. flag.
2. A "realistic program" is needed for helping U. S.-flag bulk carriers and tankers.
3. "Government interference" with shipping should be minimized to give management the widest possible freedom to exercise its prerogatives.
4. Subsidies should be direct rather than indirect.

5. The subsidy program "should contain an element of incentive."

But despite Representative Garmatz's precise guidelines as a basis for positive action, he charged that the program is being held up by "theoreticians" who advance such proposals as the highly controversial Interagency Maritime Task Force report. "Such proposals," he declared, "emanate from theoreticians who have no real interest in the American merchant marine. In my eighteen years in Congress, I have never witnessed a period when our maritime policy has been the subject of so much uncertainty and confusion."

"Notwithstanding a clear statutory statement of policy, with a full set of implementing guidelines," the legislator went on to say, "we seem to be not only without a propeller, but apparently without a rudder and helmsman as well."

Declaring his belief in the basic

soundness of the Merchant Marine Act of 1936 and at the same time admitting that several modifications to the act may be needed, the committee chairman charged it has not been practiced to its fullest and best advantage. "Succeeding administrations," he said, "have failed to seek the necessary legislation or administer that which has been provided."

Garmatz also expressed deep concern over the "record decline" of the country's merchant marine "at a time when the Soviet Union is expanding the size of its merchant fleet at a faster rate than any other nation in the world."

He pointed out that the United States, "the major power in the world and by far the world's greatest trading nation," ranks twelfth in new vessel construction. "For a nation whose growth and greatness have come from sea power, can these facts be other than alarming?", he asked.

Jordan Re-elected President Of Marine Firemen's Union

SAN FRANCISCO—William (Bill) Jordan has been re-elected to the presidency of the SIUNA-affiliated Marine Firemen's Union. Results of the balloting in the Union's annual election of officers was announced by the MFOW balloting committee.

Elected with Jordan, who is a vice-president of the Seafarers International Union of North America, were Alex Jarrett, vice-president, and C. A. Peterson, treasurer.

Bobby Iwata, Jack Hamon and Whitey Disley were elected as Business Agents for the port of San Francisco. Elmo Shew was the successful candidate for San Francisco dispatcher.

The other successful candidates for MFOW office are as follows: Harry Jorgensen, Seattle Port Agent; Clarence Coble, Seattle Business Agent.

R. N. Sweeney, Portland Port Agent; Hugh Jones, Portland Business Agent. Bob Sherrill, San Pedro Port

Agent; John Fisk, San Pedro Business Agent.

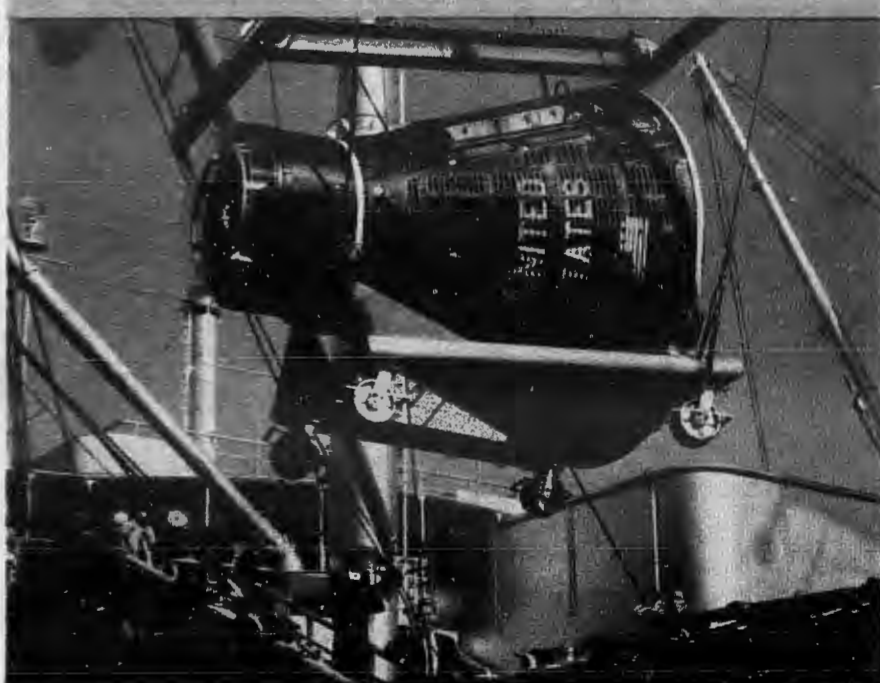
"Red" Ramsey, New York Port Agent; "Slim" Von Hess, New York Business Agent.

Jimmy Murphy, Honolulu Port Agent.

The Marine Firemen's Union vote began on Nov. 8, 1965 and concluded on Jan. 31, 1966. The ballot also contained eight propositions dealing with changes in the union's constitution, all of which carried.

Members of the balloting committee, which submitted its report on Feb. 17, were Charles Ahia, chairman, San Francisco; Y. L. Ching, Seattle; Harvey Aho, Portland, and Homer Kennedy, San Pedro. Committee assistants were Walter Dilworth and Ray Krukowski, both of San Francisco.

Gemini 5 Aboard SIU-Manned Del Sud



Seafarers aboard the SS Del Sud, Mississippi Shipping Co., served as hosts to visitors who boarded vessel in South American ports to view the Gemini 5 capsule. Exhibition began in port of Rio de Janeiro. Here is view of capsule as it was being loaded on ship.

SEAFARERS LOG

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Meany Talks with Reporters



AFL-CIO President George Meany relayed actions of Executive Council sessions to newsmen at series of press conferences. Here, flanked by Public Relations Director Al Zack (right) and assistant director Bob Wentworth, Meany expresses agreement with boycott of ships dealing with North Viet Nam by the AFL-CIO maritime unions.

MTD Executive Board Actions

At its quarterly meeting on Feb. 17 and 18, the Executive Board of the AFL-CIO Maritime Trade Department took action on a range of problems and issues of concern to workers in the maritime and allied trades. Highlights of the policy statements and resolutions adopted by the board members representing the 30 unions affiliated with the department are as follows:

- Voted support of a boycott against ships of countries "which have traded and are still trading" with North Viet Nam.
- Created an MTD Legislative Committee to assist affiliates in legislative matters and to work closely with the AFL-CIO Legislative Department and Committee on Political Education.
- Urged enactment of Federal legislation to impose "the same safety standards on foreign-flag cruise ships as are applicable to U.S.-flag vessels," and called upon the State Department to take steps "to renegotiate the International Convention for Safety of Life at Sea so as to upgrade safety standards on all shipping."
- Called upon the President of the United States to censure the Secretary of the Interior for his Department's request for funds, in its 1967 budget, to build a fishing trawler "in communist Poland under virtual slave labor conditions."
- Rejected a plan "submitted to the maritime unions for the creation of new machinery outside the established collective bargaining agreements" for dealing with manning disputes arising out of automation or retrofitting. Also expressed the view that a definitive solution arising from automation problems must await a concrete government maritime policy.
- Condemned the Interagency Maritime Task Force report as "short sighted . . . arbitrary and . . . inadequate" and urged its rejection by the Congress and the Administration.
- Endorsed the Maritime Advisory Committee report and called for its implementation by Government in order to rebuild and revitalize the American merchant fleet.
- Stressed the need for an adequate American shipbuilding industry as essential to the nation's security and economic well being, and denounced attempts to promote building of U.S. ships abroad.
- Rebuked Federal officials who have been "systematically trying to discredit the Maritime Advisory Committee report," and called upon the Secretary of Commerce to halt such activities within his department.
- Cited the cargo preference requirements as called for by law as essential to the operations of an American flag fleet and reaffirmed continuing opposition to "all efforts to undermine or eliminate cargo preference requirements."
- Emphasized importance of our Government not relying for its military effectiveness on any vessels whose availability is open to question; condemned support of the runaway flag device by federal departments through their endorsement of the "effective control" theory; called on all federal departments to renounce "effective control"; voted support of pending legislation which would require runaway ship operators to pay their fair share of American taxes.
- Urged passage of legislation creating an independent maritime Administration as essential to proper administration and promotion of American Merchant Marine.
- Called for restoration of funds cut from ship construction.
- Called upon the Defense Department to acknowledge the inadequacy of the U.S. merchant fleet, as evidenced by the necessity to reactivate obsolete vessels to carry supplies to Viet Nam and for full normal commercial commitments.

MTD Backs Boycott of Ships Trading with North Viet Nam

BAL HARBOUR, FLA.—The executive board of the 30-union AFL-CIO Maritime Trades Department voted unanimously on Feb. 18 to support a boycott against ships of nations permitting trade with North Viet Nam. Plans for the boycott had been announced earlier in the week by SIU President Paul Hall, who heads the MTD;

ILA President Thomas W. Gleason, and NMU President Joseph Curran in a joint telegram to President Johnson criticizing the Administration's "pussyfooting" in curbing trade with North Viet Nam by ships of "supposedly friendly nations."

At a news conference following an AFL-CIO Executive Council session, Federation President George Meany told news reporters that the boycott of ships dealing with North Viet Nam as proposed by three AFL-CIO maritime unions "makes a lot of sense" and expressed himself as in complete sympathy with their approach and "in general agreement with their attitude."

In their wire, the SIU, ILA and NMU presidents declared that the three unions would stage protest demonstrations in U. S. ports against vessels of nations permitting trade with the enemy which "puts blood money in the pockets of shipowners and other profiteers in so-called allied nations." They said that "American seamen and longshoremen are determined to take action to discourage the flow of supplies" to North Viet Nam and the Viet Cong.

The Maritime Trades Department boycott resolution said that "while America is engaged in a military effort in Viet Nam . . . foreign-flag ships—including many from the NATO countries on which the Defense Department has claimed we can rely—have been profiting from carrying American cargoes while at the same time trading with the enemies of democracy."

A number of bills have been introduced in the Congress calling for positive action against these

vessels, the MTD resolution pointed out, "but the State Department has steadfastly refused to lend its support to any of these bills."

At a press conference on Feb. 23, Gleason, Hall and Curran said that strategy for the boycott was being developed but that it could begin at any moment. (Longshoremen refused to work the British flag Cunard liner Queen Mary when she arrived in New York last week, but turned to after company officials assured them that none of Cunard's ships would carry cargoes to North Viet Nam.)

After the press conference Secretary of Labor Willard Wirtz met with Gleason, Hall and Curran to discuss the boycott plan.

The AFL-CIO sea unions boycott plans came after the State Department revealed on Feb. 13 that ships carrying materials to North Viet Nam would be prohibited from picking up American aid cargoes in U. S. ports which the unions held "was a slap on the wrist" that will not deter shipowners or their governments from supplying the North Vietnamese.

Blacklist Weak

The first blacklist contained the names of five ships, three British, one Cypriot and one Greek. Although barred from picking up U. S. aid cargoes, the blacklisted vessels were unrestricted in every other respect which pointed up the unions' contention that the ban was ineffective and weak.

In another action taken at its two-day meeting the Maritime Trades Department executive board called for prompt action by President Johnson and Congress to step up U. S. ship construction. Page Groton administrative director of the Brotherhood of Boiler-

makers and Iron Shipbuilders, said that the budget reduction by \$51 million to \$85 million for ship construction in 1967 will provide for only 13 ships, at a time when the nation's ship replacement program is already over 90 vessels behind schedule. Groton said the advocates of ship construction abroad were "still working hard."

MTD President Hall pointed out that less than half of the approximately 1,000 deep sea reserve ships would be usable if the Viet Nam situation worsened. He also questioned U. S. dependence on ships of nations in the North Atlantic Treaty Organization, especially since some of them are currently trading with North Viet Nam.

Other Board Actions

The MTD Executive Board also took the following actions:

- Called for Federal legislation to impose "the same safety standards on foreign-flag cruise ships required of U. S.-flag vessels."
- Denounced Interior Department plans to build a fishing trawler in communist Poland.
- Created a legislative committee to deal with pending legislation of concern to member unions.
- Condemned the Interagency Maritime Task Force report and urged its rejection by the Administration and the Congress. The Board endorsed the Maritime Advisory Committee report and urged its implementation by the government.
- Rejected all suggestions for building of U. S. ships abroad and urged a requirement that any Federal program for the Merchant Marine specify that all ships be built in American yards.

AFL-CIO Sets Goals for '66

BAL HARBOUR, FLA.—Intensified and strengthened political action to increase the number of liberals in the House and Senate emerged as a major goal of the AFL-CIO for 1966.

The stepped-up drive in the off-year elections took shape against the background of the failure to overcome a GOP-Dixiecrat filibuster blocking repeal of Section 14(b) of the Taft-Hartley Act, differences on the content of a minimum wage bill, opposition to "one-way" guidelines designed to hold down wage increases, and economic and political problems. SIU Pres. Hall attended the council meeting.

The AFL-CIO Executive Council, at its winter meeting in the Americana Hotel, spelled out the approach in its statement dealing with the 14(b) repeal filibuster, declaring: "The liberals in the House and Senate must be re-elected in the 1966 elections, and their ranks increased. This means an even greater united effort by the labor movement."

Pres. George Meany put the 1966 effort in a framework of independent action, telling reporters that the labor movement will make its own way politically and that it doesn't have to "toady along behind" any political party.

Stressing that the labor movement is non-partisan politically, Meany said, "I don't buy the idea that we have no place to go." Labor has lived through many administrations, he noted, where the President did not agree with labor's objectives but the unions kept fighting

for their point of view.

Assessing the filibuster against 14(b) repeal led by Senate GOP Leader Everett McKinley Dirksen, the AFL-CIO president said labor would give close scrutiny to the role of the Republican Party. Its record of liberalism is not good, he said, and while the GOP generally has an affirmative attitude on anything that big business wants, it takes a negative approach on anything that organized labor proposes.

The Council also:

- Urged prompt congressional action on minimum wage legislation as a "down-payment for America's working poor."
- Spelled out labor's determination to continue the battle to win repeal of 14(b), certain that the repeal measure has the necessary support for passage if the Senate filibuster can be overcome.
- Called for greater utilization of the 1964-65 Civil Rights Acts, more efficient enforcement and a greater degree of compliance by local communities.
- Urged a "top priority" in Congress to "revitalize" the unemployment compensation system at the current session.
- Supported a National Urban League-labor program to enhance job and promotion opportunities for Negroes. Meany later described the program as a "very positive" approach and pledged full AFL-CIO cooperation.

FOR SEAFARERS INCOME TAX GUIDE

April 15, 1966, is the deadline for filing Federal income tax returns. As is customary at this time of the year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1965.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the U. S. (The non-resident alien seaman must also file a return, but the rules are not the same for him.)

WHO MUST FILE. Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1965 must file; if 65 or over, \$1,200 or more.

A Seafarer with income of less than these amounts should file a return to get a refund if tax was withheld. A married Seafarer with income less than his own personal exemption should file a joint return with his wife to get the smaller tax or larger refund for the couple.



WHEN TO FILE. Tax returns have to be filed by April 15, 1966. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

HOW TO FILE. The Seafarer has two return forms to choose from, Form 1040 and card form, Form 1040A. Form 1040 is limited to a single sheet. Supporting schedules may be attached according to the individual needs of each taxpayer.

Generally, if your income was entirely from salary, wages, interest, dividends, and sources other than those for which schedules (B, C, D, and F) are required, you will need only Form 1040. You can use it whether you take the standard deduction or itemize deductions.

If you have income from sources listed below, complete and attach one or more of the following forms:

- Schedule B for income from pensions, annuities, rents, royalties, partnerships, estates, trusts, etc.;
- Schedule C for income from a personally owned business;
- Schedule D for income from the sale or exchange of property; and
- Schedule F for income from farming.

WAGE EARNERS WITH LESS THAN \$10,000 INCOME.

You can use a simpler return (Form 1040A), printed on a punch card, if:

1. Your income was less than \$10,000, AND
2. It consisted of wages reported on withholding statements (Forms W-2) and not more than \$200 total of other wages, interest, and dividends, AND
3. Instead of itemizing deductions, you wish to use the tax table or to take the standard deduction which is generally the higher of:

- (a) the 10-percent standard deduction—about 10 percent of your income, or
- (b) the minimum standard deduction—and amount equal to \$200 (\$100 if married and filing separate return) plus \$100 for each exemption claimed on item 15 on the back of your Form 1040A.

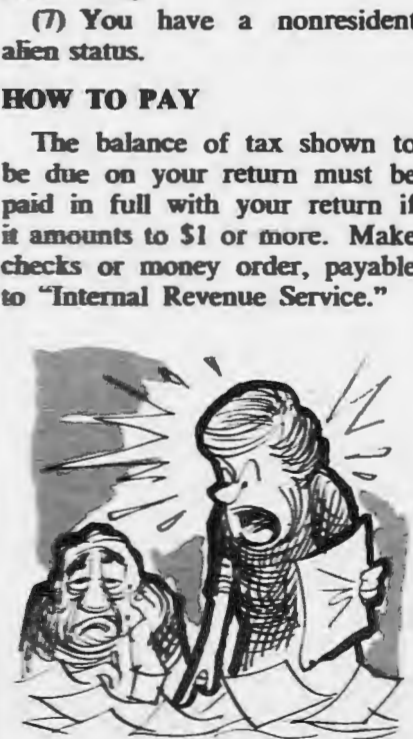
If your income is less than \$5,000, you can choose to have the Internal Revenue Service figure your tax for you. A husband and wife may file a joint return Form 1040A if their combined incomes do not exceed these limits.

DON'T USE FORM 1040A IF—

- (1) You wish to take any deductions for specific items, such as unreimbursed employee expenses.
- (2) You wish to claim a retirement income credit.
- (3) You wish to compute your tax under the head-of-household rates or to claim "surviving spouse" benefits.
- (4) You wish to claim any exclusion for wages or salary you received for a period while you were sick and this amount is shown on your Form W-2.
- (5) You wish to claim credit for payments of estimated tax for the taxable year or for an overpayment from 1964.
- (6) Your wife (or husband) is filing a separate return on Form 1040 and itemizes her (or his) deductions.
- (7) You have a nonresident alien status.

HOW TO PAY

The balance of tax shown to be due on your return must be paid in full with your return if it amounts to \$1 or more. Make checks or money order, payable to "Internal Revenue Service."



ROUNDING OFF TO WHOLE DOLLARS

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.

ADVANTAGES OF A JOINT RETURN. Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a

still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent

Long-Trip Tax Problems

A major beef of seamen on taxes is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the payoff took place.

For example, a seaman who signed on for a five-month trip in September, 1965, paying off in January, 1966, would have all the five months' earnings appear on his 1965 W-2 slip and all the taxes withheld in 1966. This practice could increase his taxes in 1965, even though his actual 1966 earnings might be less than those in 1965.

There are ways to minimize the impact of this situation. For example, while on the ship in 1965, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1965 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1965 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1965, he will have to pay the full tax on them with his return, at 20 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1966 W-2. The seaman then, on his 1966 return, would have to explain that he had reported some of the earnings in 1965 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets refunded.

This procedure would also undoubtedly cause Internal Revenue to examine his returns, since the income reported would not jibe with the totals on his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax-saving is minor and probably not worth the headache.

lower tax than would result from separate returns.

CHANGES IN MARITAL STATUS. If you are married at the end of 1965, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1964, you are considered single for the entire year. If your wife or husband died during 1965, you are considered married for the entire year. Generally, a joint return may be filed for 1965 provided you have not remarried before the end of 1965.

EXEMPTIONS. Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, and additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the U. S., Canada, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and

of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.



CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID. If a total of more than \$174 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$174 as a credit against your income tax.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

HOW TO REPORT YOUR INCOME. All income in whatever form received which is not spe-

cifically exempt must be included in your income tax return, even though it may be offset by deductions. Examples are given below:

Examples of income Which Must Be Reported: Wages, salaries, bonuses, commissions, fees, tips, and gratuities.

Dividends.

Interest on bank deposits, bonds, notes.

Interest on U. S. Savings bonds.

Profits from business or profession.

Your share of partnership profits. Profits from sales or exchanges of real estate, securities, or other property.

Industrial, civil service and other pensions, annuities, endowments.

Rents and royalties from property, patents, copyrights.

Your share of estate or trust income.

Employer supplemental unemployment benefits.

Alimony, separate maintenance or support payments received from (and deductible by) your husband (or wife).

Prizes and awards (such as items received from radio and TV shows, contests, raffles, etc.).

Examples of Income Which Should Not Be Reported:

Disability retirement payments and other benefits paid by the Veterans Administration.

Dividends on veterans' insurance. Life insurance proceeds upon death.

Workmen's compensation, insurance, damages, etc., for injury or sickness.

Interest on State and municipal bonds.

Federal and State Social Security benefits.

Railroad Retirement Act benefits. Gifts, inheritance, bequests.

DIVIDEND INCOME. If a seaman has income from stock dividends, he can exclude the first \$100 from his gross income.

If a joint return is filed and both husband and wife have dividend income, each one may exclude \$100 of dividends from their gross income.

WELFARE, PENSION AND VACATION BENEFITS. Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule B which is to be attached to the return.

Pensioners under 65 who receive a disability pension do not have to include such payments on their tax returns. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

Vacation pay received from the Seafarers Vacation Plan is taxable income in the same manner as

(Continued on page 11)

The Atlantic Coast



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

An "SIU ship is a safe ship" has been a meaningful slogan to Seafarers for many, many years now. Nevertheless, it is a good thing to pause occasionally to recall the importance of maintaining the maximum of safety precautions aboard ship. Figures released by the National Safety Council show that on a national scale job injuries rose in 1965, although fatalities declined as compared with the previous year.

New York

Things have really opened up lately and shipping is moving fast at the port of New York. From all indications it looks like it will continue that way for some time to come.

Joe and Mike Sacco are two oldtimers who have been spending some time lately around New York headquarters.

Robert "Bobby" Clinton checked in at USPHS Hospital with a bad back. Friends who stop in to visit will find his "office" on the main floor.

Lloyd Gunnels signed on as engine utility man on the *Seatrain New York*. He says he plans to take a good look around Puerto Rico this trip. Also signing on the *New York* was Thomas D. Scardelis. Brother Scardelis signed on as bosun.

Baltimore

Things are moving slowly for the port in general but SIU members aren't upset because so many men are already at sea and prospects for the coming weeks look real good. So many men are at work that the number of men registered on the beach waiting for ships is the lowest it has been in years. Of two laid-up ships, the *Akumar* and the *Penmar*, the *Penmar* is expected to crew up sometime this week.

Another Seafarer shopping around for a trip to the Far East is Robert S. Davis. He's got 14 years in the engine department and his last ship was the *Walter Rice* in Texas. Brother Davis says he feels that the SIU welfare and vacation benefits are the industry's greatest.

Joseph Wolanski took a month's vacation after his payoff from the *Fairisle* but now he's tired of being on the beach and the 14-year veteran of the deck de-

No Seafarers Hurt In Gulf Collision

No Seafarers were injured recently in a collision between the SIU-contracted *New Yorker* and the oyster boat "Clementine Fountain" in the fog-shrouded Mississippi River Gulf outlet. A crewmember on the oyster boat, however, was reported missing and presumed dead.

The SIU-manned vessel was undamaged in the mishap.

Fierce winds and poor visibility hampered rescue efforts. Although two 40-foot Coast Guard cutters were sent to the area, high winds prevented the use of helicopters. "In this weather, it would be unheard of. They'd never be able to operate," a Coast Guard spokesman said.

The waters where the oyster boat was cut in half from a port-cut to the Gulf of Mexico, and the boat was thought to have sunk within minutes of the collision.

partment is looking for a vessel going back to the Far East.

Paul E. Huggins has been sailing in the engine department for over 20 years. A Seafarer who has seen the Union grow, he feels the best welfare and vacation benefits in the industry are the SIU's. Brother Huggins is now waiting for a trip to Europe.

Norfolk

Norfolk shipping has been so good that the Hall is cleaned out. The outlook for the coming period is very good. The *Eagle Traveler* and the *Manhattan* are due in sometime in March along with a couple of coal boats. There were five payoffs, two sign-ons and two ships in transit during the last period.

After making two trips to the West Coast *Edward Riggs* is now looking for a ship going to Viet Nam. Brother Riggs is an AB with 10 years with the Union. His last ship was the *Keva Ideal*.

Will Beasley says he hated to get off the *Hastings* because it was such a fine ship with a fine crew but after five months he had to go home and see his son. The veteran of 11 years with the Union says he's ready to ship out in his deck maintenance job again next week.

Boston

Shipping has been slow for quite a while but it is expected to pick up in the next period. With so much activity on the East Coast, Boston expects its shipping facilities will pick up too. There has been a sign-on and five ships in transit during the last few weeks.

Leo Gallagher is waiting for a coast hagger so that he can be near home. After 23 years in the Union, Brother Gallagher likes those coastal ships. His last vessel was the *Miami*.

John Rabbee's last ship was the *Steel Navigator* where "Chef" was third cook. Now he's just out of dry dock and the 20-year veteran is going to grab the first job that goes up on the board.

Also off the *Miami* as 2nd pumpman is Peter "Pete" Jonides.

Pete is holding down a seat in the Hall waiting for a run off shore. He's been in the Union 25 years now.

Puerto Rico

Union men are alert to Operation Medicare, a program here to help elderly citizens take advantage of Medicare benefits. The program will soon be launched by the Puerto Rico Geriatrics Commission.

Pete Rivera has shipped as crew man on the *Detroit* after a few weeks rest in San Juan. Still on the beach are Enrique Rosado, Bob Lano, Isidro Gonzalez and Elicain Garcia.

John Sanchez is proud of his newly acquired fort endorsement and is presently "oiling" the *Detroit*.

Seven More Seafarer Oldtimers Added To Growing Pension Roster



Lee

Saiad

Oxinio

Baker

Werkland

Gladden

The Board of Trustees of the Seafarers' Pension have added seven new Brothers to the list of men receiving \$150 a month lifetime SIU pension benefits. The newly added pensioners are: Charles Evans Lee, Jr., 55, Edwin M. Werkland, 53, Robert Philip Burton, 65, Harry H. Erickson, 65, Calixto Oxinio, 64,

Paul B. Gladden, Sr., 65, Ernest C. Baker, 68, and John Saiad, 73.

Lee joined the Union in Savannah in 1939. He still lives there with his wife, Mary Frances, and their three children. He sailed with the SIU in the deck department. Lee last sailed on the *Steel Age* (Isthmian Lines). After shipping out for 26 years, Lee is going to spend his time at home in Savannah with his family.

Werkland joined the Union in New York and when he retired it climaxed a life of over 28 years at sea. He shipped in the deck department. Werkland's last vessel was the *Titan* (Mobile Towing Co.). He was born in Norway and now lives with his wife, Carrie, in Springhill, Alabama. He will spend his retirement years in Springhill.

Burton was retired on February 1, 1966. He was born in New Orleans, La., and now lives in Brooklyn, N. Y. Burton joined the Union in New Orleans in 1939. He shipped out in the engine department as an oiler. His last ship was the *Atlas* (Burbank). Brother Burton now plans to spend his retirement years in a warm climate.

Erickson was born in South Amboy, New Jersey, and he was retired February 1, 1966 after 43 years of continuous service. He first went to work for the Pennsylvania Rail Road as a deck hand on January 9, 1923 and was in continuous service in that position until Dec. 31, 1965. Erickson lives in Keyport, New Jersey. He and his wife Sarah have a daughter, Claire Laughlin. Brother Erickson will make his retirement home with his wife in Keyport.



Erickson



Oxinio lives in Philadelphia, Pa. He last sailed on the *Jupiter* (Independent Towing), shipping as a cook in the steward department. Brother Oxinio was born in the Philippine Islands. He has a daughter Yvonne and is a widower. He joined the union in 1948.

Paul B. Gladden, Sr. was born in Memphis, Tenn. He joined the union in 1945 at Norfolk, Va., and last sailed aboard the *Our Lady of Peace* (Liberty Navigation Co.). He will retire to Tampa, Florida where he lives with his son, Paul B. Gladden, Jr. Gladden shipped with the deck department. He was retired on January 1, 1966.

Baker was born in Salisbury, Maryland in 1897, and now makes his home in Philadelphia, Pa. His last ship was the tugboat

Venus (Independent Towing). He has a wife, Margaret, and a daughter, Ileen. He shipped as a mate-pilot, until his retirement.

John Saiad has been shipping out since 1941. He now lives in New York with his wife, Consuelo, and her daughter Ramona. Born in the Philippine Islands in 1893, his last ship was the *Steel Maker* (Isthmian). He was placed on pension on February 1, 1966. He sailed with the deck department. His retirement time will be spent in New York.

\$2-An-Hour Minimum Wage Called Moral, Economic Need

WASHINGTON—A \$2-an-hour federal minimum wage, with greatly expanded coverage, could be achieved without overstraining the American economy, according to a report by the Conference on Economic Progress.

It should be done, the report urges, for "moral" as well as economic reasons because millions of family-employed workers are now living in poverty.

Economist Leon H. Keyserling, author of the report, also has sharp criticism of federal wage-price guidelines.

Keyserling, a former chairman of the President's Council of Economic Advisers, blames the guidelines for the fact that gains in real wages "have lagged far behind productivity gains."

The guidelines have held down wage increases in industries with high productivity gains, Keyserling says. But they have not helped raise wages in low-paying industries with productivity gains below the national average.

Keyserling estimates that a gradual increase of the minimum wage to \$2-an-hour would lift the total wage bill of business enterprises affected by an annual average of less than 1.5 percent.

He says the "overwhelming majority" of the businesses would be able to absorb the increased cost without difficulty.

The report estimates that 20 percent of poverty in the nation is caused by inadequate wages to employed workers. Lifting the minimum wage would not only raise a large group out of poverty, it notes; it would also greatly reduce unemployment by increasing purchasing power and demand.

Coverage under the Fair Labor Standards Act, the study urges, should include at least eight million additional workers. It also proposes federal legislation to provide an incentive for states to enact improved minimum wage laws for persons not covered by

federal law. It cites the unemployment compensation program as example of state laws resulting from federal legislation.

U. S. Foreign Trade Up, U. S. Flag Share Down

WASHINGTON — America's foreign trade increased in both value and tonnage during the first three quarters of 1965 according to the Maritime Administration, but the amounts carried by American-flag vessels continued to decline sharply.

There was a drop of almost \$1 billion in the value of cargoes carried, from \$5,500,000 in 1964 to \$4,700,000 in 1965, and a tonnage decline from 19,200,000 tons to 17,700,000 tons.

In the nation's total foreign trade however, tonnage showed an 11 million ton increase over the corresponding 1964 period, and its value increased by \$7 million.

January to September 1965 oceanborne foreign trade came to 223,000,000 long tons of cargo worth \$21,300,000,000. Of this total, exports came to 90,600,000 tons, worth \$11,700,000,000. Imports reached 132,400,000 tons, worth \$9,600,000,000.

The increased foreign trade was based largely on imports, the report shows. In this category tonnage increased 12 percent over 1964 and value rose 8 percent. Exports decreased slightly, by less than one-half percent in value, representing a drop of about 3 percent in export volume.

Two 'Missing Link' Channels Urged For U. S. Waterways

A proposal that the Federal government appropriate \$1.2 billion dollars to dredge two "missing link" channels in the American inland waterway system may be very close to happening.

The two links that are needed to complete the waterway system are a 120-mile channel to connect Cleveland with the Ohio River and a link with the Tennessee and Tombigbee rivers. The two connecting channels would complete a 1,745-mile through waterway from Cleveland to Mobile.

Under present conditions waterborne cargo must first move 740 miles across Lakes Erie, Huron and Michigan and then down the Illinois and Mississippi Rivers and then along the Gulf Intercoastal Waterway to get from Cleveland to Mobile. The new waterway would reduce the trip by about 700 miles.

The new optimism, according to Glover Wilkins, administrator of the Tennessee-Tombigbee Waterway Development Authority, is caused by the fact that the new channels account for only 20 per cent of the project and that if the government would appropriate the money the projects could be completed.

Wilkins stated that the Army Corps of Engineers has given a favorable report on the proposed

waterway and that the combined traffic on the two channels should run over 90-million tons annually. Wilkins pointed out, however, that the Corps is traditionally "ultra-conservative" in their estimates and that by the year 2000 the waterways should be carrying over 240 million tons.

Wilkins also pointed out that the Federal government should be able to find the money to finance the billion-dollar 10-year project. He said that the 123 billion per year that would be needed for the project represented less than 5 per cent of the total Federal outlays on water resource development in 1965.

"The total 10-year outlay of \$1.2 billion should be set in the context of the \$2 billion economy the waterways will serve. The new waterways need not increase Federal water resource expenditures. Former projects will be coming to completion and outlays on them will taper off as the new ones get underway," Wilkins concluded.

THE INQUIRING SEAFARER

Question: Do you prefer long deepsea trips or short coastwise ones, and why?

Ivan Buckley: I'm a deepsea man. I've tried them all and the only way to ship is across the ocean. I think the one thing I really like about the foreign trips is the chance a fellow has to see other lands. It gives you a chance to understand and appreciate other cultures besides the one you are familiar with. Yep, I've tried them all and for my money you can't beat a deepsea run.

Arthur Sequeira: Give me the deep sea. I never had a coaster and never want one. I was born in Singapore and every time I get a chance to go to that end of the world I always take advantage of it. The last time I was out I really had a good time and I really like getting out and seeing the world. On a deepsea trip you also have time to do a great deal of thinking.

Robert J. Feeney: I'll take a coastwise trip every time. You have no language problem and in American ports you always know what to expect. On a coaster you have a bunch of guys who are pretty much alike and most of them are stable fellows. On coasters you also can get fresh milk and this is important to me because I sail in the steward department. I have taken a number of foreign

jobs but I prefer coasters and have no difficulty in getting a coastwise job.

Earl Javins: I like deepsea runs because you can really get away from everything. Along with getting away from everything you can have a better time in the foreign ports and you make more money. When I get a ship I usually try to get one for Germany because you can really spend your money there and it seems just like the good old U.S.A.

Erman Parodi Rienosa: I really like the long trips so I would naturally like foreign runs. The coastwise trips mean you have to get off every two or three days and you won't have a chance to save any money. On the deepsea trips you also get a chance to visit such wonderful countries as India. I like that country because the people are poor and friendly. You also get a chance to do a lot of thinking on the offshore runs.

Thomas "Kid Candle" Danbeck: I'll take a deepsea run any-time because it means more money, more fun and more and better companionship in foreign ports. On the last ship I was on we hit all the really good ports in the world: Yokohama, Hong Kong and Spain. If it were not for the Union and the chance they have given me I would never have the chance to see and do the things I have in the past years.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

February 12 to February 25, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	0	1	0	0	11	2
New York	58	20	63	21	19	190	53
Philadelphia	13	7	6	3	3	33	15
Baltimore	13	8	27	3	1	97	44
Norfolk	23	5	5	8	1	18	13
Jacksonville	7	0	1	1	0	18	10
Tampa	2	2	3	0	0	7	8
Mobile	20	7	1	3	0	75	23
New Orleans	25	22	21	7	0	151	86
Houston	47	29	68	35	13	136	76
Wilmington	21	10	4	8	10	23	0
San Francisco	26	12	25	19	23	50	17
Seattle	14	12	18	12	11	40	8
Totals	272	134	243	120	81	849	355

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	2	1	1	2	10	3
New York	45	26	50	19	17	149	55
Philadelphia	6	8	8	0	0	22	20
Baltimore	10	8	6	14	1	43	32
Norfolk	4	3	6	4	0	11	15
Jacksonville	6	3	0	3	1	10	13
Tampa	2	0	3	0	3	6	3
Mobile	12	10	6	2	1	42	17
New Orleans	32	20	32	16	2	99	76
Houston	26	31	35	33	10	90	99
Wilmington	7	4	7	3	10	9	1
San Francisco	12	8	21	16	17	39	10
Seattle	11	10	18	12	21	17	3
Totals	174	133	193	123	85	547	347

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	0	0	1	0	7	2
New York	33	5	38	7	7	128	17
Philadelphia	3	5	2	0	0	24	10
Baltimore	11	5	13	15	0	51	26
Norfolk	1	3	5	7	2	10	14
Jacksonville	0	0	0	0	1	4	7
Tampa	4	0	0	1	1	11	5
Mobile	16	7	4	1	0	54	21
New Orleans	29	19	31	16	0	137	95
Houston	29	18	22	15	8	73	41
Wilmington	5	4	6	1	15	9	0
San Francisco	21	1	17	5	30	26	9
Seattle	11	9	12	4	8	12	6
Totals	164	76	150	73	72	546	253

The Myth of 'Effective Control'

The AFL-CIO Maritime Trades Department, at its quarterly executive board meeting February 17 and 18, again called on Federal Agencies—particularly the State and Defense departments—to renounce the theory of "effective control," by which they rationalize their position that American

owned and controlled ships registered under runaway flags would be available to the United States in time of emergency.

The MTD, the SIU and other maritime groups have long contested the validity of the so-called effective control theory.

The question of just how "effective" is the United States' well advertised "effective control over runaway-flag ships was also raised recently in hearings before the House Committee on Merchant Marine and Fisheries.

Representative Rogers of Florida asked Maritime Administrator Nicholas Johnson, called to testify before the Committee, if any thought had been given to bringing runaway ships "back" to carry military cargoes to Vietnam. Johnson parried the question, but left little doubt that MarAd and the Department of Defense have not discarded such a possibility.

The question is: How much "control" does the U.S. have over runaway flags and is it really "effective"?

Under the theory of "effective control," which has long been supported by the State Department and the Defense Department, ships flying the flags of

Panama, Liberia, and Honduras and owned by U.S. citizens are supposed to be committed to the use of the U.S. Government in time of emergency. Runaway ships flying the flags of other nations, which include Lebanon, Haiti and Costa Rica, are not assumed to be under U.S. effective control, however.

Owned By Oil Companies

The majority of tankers in the U.S. "effective control fleet" are owned by the large American oil companies, while most American-owned bulk carriers in this fleet are held by successful commercial ship operators. In both instances, ships are registered under foreign flags so that they may avoid U.S. taxes and exploit the low standards of living of foreign seamen. Runaway flags do not necessarily use crews from the nation whose flag they fly, but seek out crewmembers of any nationality who will submit to poor working conditions and low wages.

Runaway shipping is not a new idea—it was practiced in both the Revolutionary and Civil Wars. However, it is only in modern times that U.S. runaways have reached significant proportions.

American runaway operations existed in the 1930's when one of the major oil companies moved a group of tankers to the German flag and later transferred them to Panamanian registry prior to World War II. The practice developed on a large scale after the war's end and by 1965 the U.S. "effective control fleet" consisted of 267 tankers totalling 9,200,000 deadweight tons, and 79 dry bulk carriers, totalling 2,408,000 deadweight tons, not including U.S. runaways over which the U.S. realizes that we have no control whatsoever. Most of the vessels in this "fleet" are much more modern and much faster than their U.S.-registered counterparts, but their availability to the U.S. under any circumstances, including national emergency, is questionable.

The SIU has long pointed out that in time of conflict a ship owner cannot serve two masters—he is bound by the rules and regulations under which his vessel is registered. A recent experience with the Mexican freighter El Mexicano brought this point home. The El Mexicano had been chartered to carry supplies

(Continued on page 10)

One Man, One Vote Rule Takes Root Nationwide

The one man, one vote principle, digging in at the congressional and state legislative levels despite Sen. Everett Dirksen's determined effort to uproot it, also is taking hold dramatically at the county and municipal levels.

Already, citizens in nearly 20 states, claiming to be under-represented in city or county governments, have filed suits in court to strike a balance under the one many, one vote ruling.

The consequence of these efforts could be widespread and significant, affecting the balance of power in important local government units like city and county councils, school boards and even in special districts dealing with matters like sewage, snow removal and garbage collections.

In cities especially, a change to one man, one vote representation could have vital impact, bringing more political influence to minority and working class groups. And in counties, the voice of the suburbanite would gain strength while the voice of rural interests would decline.

Such changes could lead to better city-run welfare programs, better schools for youngsters in central city areas, better services for urban dwellers, better parks and play areas, better transportation.

The Wall Street Journal, in a lengthy article on the issue, quotes one expert on local reapportionment as saying, "The pressures of reapportionment are more likely to be in the direction of a higher level of local service and spending" than in the direction of skinflint economy at the expense of needed services.

As yet, the Supreme Court has not required one man, one vote application beyond the state and federal levels, though it is expected to do so eventually. However, the Journal reports, lower federal and state courts in New York, California, Michigan and Wisconsin have ordered reapportionment of county or city voting districts. In California and Wisconsin, the state legislatures responded by passing laws requiring all county boards to redistrict. Wisconsin has set an April deadline.

Meanwhile, Senator Everett Dirksen has shifted gears in his drive to knock down the Supreme Court one man, one vote ruling. The wheels are now turning for a massive, well-financed nationwide public relations campaign to get public sentiment behind Dirksen's proposed constitutional amendment to wreck the one man, one vote rule. The money is expected to come from powerful business and agricultural interests.

Dirksen's amendment fell short in a vote in the Senate last August, but he is expected to bring it up again this year after the PR campaign has had a chance to build support.

LABOR ROUND-UP

Organized labor scored a major breakthrough in Simpson County, Mississippi, when the county's largest industrial employer signed the area's first union contract after two years of bitter opposition. The three-year agreement gives about 950 members of the International Brotherhood of Electrical Workers, employed by the Universal Manufacturing Corp., a total of 46 cents an hour in wage increases, three additional holidays, a vacation schedule and insurance protection. In addition four discharged members of the local, including President James Bird, were reinstated.

The Building Service Employees of New York have ratified a new three-year contract giving 25,000 workers in 2,400 office and loft buildings an \$11 wage increase. The agreement also provides gains in pension benefits, sick pay, health and welfare coverage, job definition, vacations and termination pay. The contract, ending three months of negotiations between BSEIU Local 32B and employers, went into effect on ratification by the union executive board, its negotiating committee and employer-members of the Realty Advisory Board on Labor Relations, Inc. Under the renewal pact, building service workers will get wage boosts of \$4 a week retroactive to Jan. 1; an additional \$3 one year later and another \$4 on Jan. 1, 1968. It was agreed that the union-industry welfare fund will provide additional hos-

pitalization and surgical benefits, and will fill in the gaps in the Medicare program by refunding the deductible portion of the hospitalization plan and by paying the \$3 a month fee for supplementary medical benefits.

A special convention of the unaffiliated National Postal Union strongly endorsed a plan to merge with the AFL-CIO United Federation of Postal Clerks. The roll-call vote for approval of the merger, climaxing a three-day convention in Washington, D. C., was 45,901 to 3,486. The proposal must now be submitted to a mail membership referendum for final ratification. NPU President Sidney A. Gildman said the referendum should be complete by mid-March. He predicted strong support for the merger, which would heal an eight-year division in postal clerk ranks.

AFL-CIO unions increased their share of election victories in 1965, the National Labor Relations Board has reported. Affiliates won 58.6 percent of the elections in which they participated in the first half of 1965, and 57.5 percent in the second half. Their percentage of wins was 55.7 in 1964's latter half, 52.2 in the first half, according to the NLRB records. A report for the last half of 1965 showed that for elections participated in by AFL-CIO unions, there were 109,681 eligible members in units won by affiliates.



Never before in the nation's history has the business community enjoyed such record prosperity. Profits are booming and are abetted by rising prices.

In this climate, the organized American labor movement is pushing for a broad program of social and economic legislation that will insure American workers of a fair share of the prosperity that they contributed to by such a large margin through their unparalleled productivity.

While management is forced to let out its belt to accommodate another year of record profits—it reacts to labor's call for the adoption of new minimum wage legislation, the extension of the unemployment compensation system and expanded social security benefits—with the cry that labor has enough already—labor is too fat.

The need for pursuing these goals is clear. Despite our booming economy, A War on Poverty has been declared in this country in attempt to aid the millions of Americans living in abject poverty.

High on the priority list of the AFL-CIO is the elimination of poverty in the United States through the enactment of realistic and up-to-date minimum wage legislation. The present minimum wage of \$1.25 an hour still leaves the worker far below the administration's official "poverty level" income. While profits have zoomed astronomically, those workers without the benefit of union protection are still forced to labor for a wage that in no way reflects their skills and productivity.

Another important AFL-CIO goal is the establishment of a modern up-to-date unemployment compensation system geared to the present day cost and standard of living. Vast inequities exist today in the administration of the unemployment compensation system and federal standards are needed to create a unified system incorporating increased and extended benefits.

Minimum wage legislation must also be extended to cover more than 7.5 million American workers not presently covered. These include

workers in the retail trades, restaurants, laundries, hotels and motels, hospitals and farm laborers. These are often among the most poorly paid in the nation and are entitled to the same protection as other American workers who are covered under the Fair Labor Standards Act.

In our presently expanding economy it is also important not to forget our elderly citizens—who have no means of keeping up with the continually rising cost of living. Extended social security benefits are needed if our elderly citizens are to be ensured of a secure, dignified retirement free from poverty.

These goals and much other sorely needed legislation is receiving the full support of the organized American labor movement.

If the country and its workers are to enjoy the bounties brought about by the productivity of its workers, it will, as it has in the past, result from the efforts of the organized labor movement.

SIU Blood Bank

When we're walking around feeling fit and enjoying each breath of fresh air, it's easy to forget that there may be rough weather ahead, as far as our health is concerned. If such rough weather ever does hit us, it's good to know there are resources available to aid recovery. A case in point is contained in the letter to the editor from Seafarer Manuel Rivas appearing on another page in this issue.

Faced with the need for blood transfusions so that a badly-needed operation would not be delayed, Brother Rivas was able to draw the life-saving fluid immediately from the SIU Blood Bank, which is sustained by contributions of SIU men.

The SIU Blood Bank is one of the most precious life-saving facilities available to Seafarers and their families. This might be a good time to remember the value of contributing to the bank.

THE STORY OF AMERICAN LABOR

ALL THIS HAPPENED

PART 2 of a *Seafarers Log* feature



The Knights of St. Crispin was one of the early national unions. A union of skilled shoemakers, it fought against encroachment of machines. Shown here are factory conditions against which it fought.



In winter of 1874 New York workers assembled in Tompkins Square to protest unemployment and starvation. As shown in picture, mounted police rode into crowd, breaking heads and trampling the workers.



One of the most infamous of early union busters was James McParlan, an agent of Pinkerton agency. Picture shows McParlan (kneeling) as he swears loyalty to Molly Maguires, which he was soon to betray.

The United States' victory in the War of 1812 against Great Britain signaled the beginning of a period of vast industrial growth for the nation, and of unimagined hardships for American workers. Economic booms and busts followed one another rhythmically. Each economic cycle, as it rolled across the land, ground the vast majority of American workers further down into poverty and despair.

It was a time when almost every attempt by desperate workers to better their condition was met and suppressed by force and violence. It was a time when giant corporations, vastly wealthy and inhumanly callous, would hire thousands of armed thugs to break a strike. If these hired goons did not succeed in breaking the strikers' will, they often found themselves faced with armed militia — dispatched to break the strike by a government which had ears only for the demands of rich corporations. If even that failed the courts were always willing to issue injunctions making the walkouts illegal — which then justified the jailing of the strike leaders and the eventual collapse of the strike. And all the while the press poured out a constant stream of invective against the workers and their legitimate aims.

These years saw the "Long Strike" in the Pennsylvania coal fields and the "Great Strike" by railroad workers, the Homestead Strike and the Pullman Strike — all of which were viciously broken by an anti-labor combination of the corporations, the courts and the government. It was the heyday of the "Pinkerton Finks." It was the time of the "Baltimore Massacre" and the "Haymarket Square Massacre" of the workers.

But it was also the period in which the infant American labor movement drew strength and grew — learned hard lessons and fought back against immense odds to carve out a place for American workers in the nation's future.

The growth of factories began with a vengeance in the United States when War of 1812 cut off our supplies of manufactured goods from Great Britain. As a direct result of the new factory system, one of the worst abuses of labor that ever existed took root on a large scale in the United States — child labor. By 1820 more than half the factory workers in the United States were between nine and ten years old. They worked an average 13-hour-day for as little as 33 cents a week.

Economic exploitation of children, and later of young women, was a direct result of growth of factories. Skills was not necessary, cheap labor meant bigger profits, and children or young women could be hired for much less than a worker, even unskilled, with a family to support. These working children received no education at all and remained totally illiterate. They toiled long, exhausting hours in dark, dirty, unhealthy factories without reward or hope. And as more and more children became "productive" by entering the labor market, more and more skilled adult workers, with families and responsibilities, became unemployed.

In addition to the competition of child labor, American workers suffered another serious blow in 1819 when the first of what was to prove a cycle of economic and financial depressions struck the nation. Unemployment, already widespread, became mass unemployment as bankruptcies shut factories, shops and stores all over the nation. Hunger stalked the American worker. Those mills and factories that remained open sliced wages and increased working hours, knowing that their workers had to accept whatever was offered.

The depression, which did not end until 1822, wiped out many trade unions. But as business picked up and workers again found employment, labor unions were again formed with new zeal. In 1827 labor took a significant step.

In that year the carpenters in Philadelphia launched a strike for a 10-hour day. Facing bitter employer opposition and receiving no aid from other Philadelphia unions, the carpenters were defeated. But they recognized the flaw in organization which had defeated them, and that same year the first central union council, the Mechanics Union of Trade Associations, was formed by the Philadelphia unions. It was the first city-wide labor organization in the world and no longer would a striking union in Philadelphia stand alone against the bosses.

At the same time another "first step" was taken by Philadelphia workers, when they formed the world's first political labor party — the Workingmen's Party. The idea caught on and by 1834 spread to many cities, working politically for free public education for their children, the abolition of imprisonment for debt, the outlawing of child labor, the universal 10-hour day and other reforms.

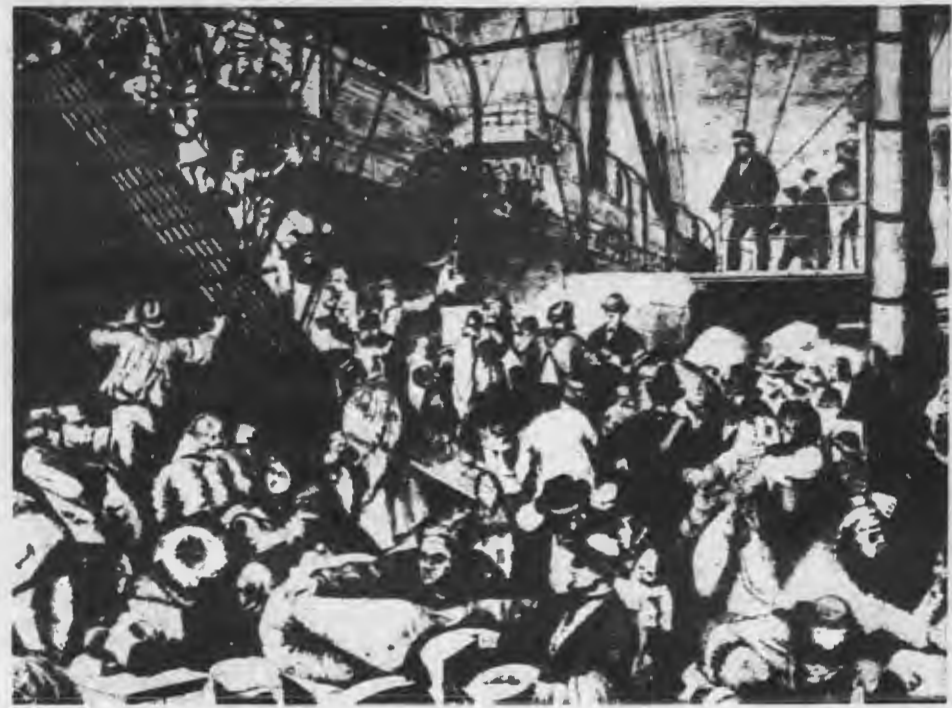
Attacked by the press as "anti-religious," "unwashed rabble" and "dirty shirts," their rallies invaded and disrupted by goons hired by local politicians, their adherents fired from their jobs for supporting their platform, the various Workingmen's Parties remained active only a few years. In that short time however their success was astonishing. As a result of their efforts, imprisonment for debt was abolished and in 1834 the nation's first free public school system was set up in Pennsylvania.

Meanwhile, the nation grew, opening new markets. Roads and waterway traffic pushed westward, and to these traditional modes of transportation were added the new railroads. Gold strikes in the far west opened new markets and demand for products grew faster and faster. To feed these demands for manufactured items simple factories grew into huge industries. The Machine Age dawned with a flood of immigration which swelled the labor force and spelled new trouble for American workers.

As industry grew more complex, with operations in many states, the need for unions to organize on a nationwide, instead of a citywide basis, grew as well. The first of these was the National Typographical Union, the first permanent national union, founded in 1852. Following the lead of the NTU, about 10 national unions came into being between 1850 and 1860.



In the mid-eighties, the entire community worked in the factories. Children accompanied their mothers and fathers to the plants where they worked from dawn to dusk. No special consideration was shown for the very old—men or women—or the very young worker.



Overwhelming majority of workers who came from the old world to America in quest of a better life traveled a road of endless poverty. Brought over by the boatload they soon confronted exploitation and disillusionment.

From 1861 to 1965 the nation was torn by the Civil War, which in more ways than one was brought about by the rapid industrialization going on in the United States. It was basically a conflict of national interests between the industrial North and the Agrarian South. The primary issue of slavery, over which the war was fought, was itself produced by the introduction of a machine, the Cotton Gin, which made cotton a profitable crop and led to the southern Plantation System, with its dependence on vast number of enslaved negro laborers. Until the invention of the Cotton Gin in 1793 there were few negro slaves in the U.S. By 1860 however, there were over 4 million negro slaves in the south, where "cotton was king."

After the Civil War, cotton was deposed and industry was king. As industry was king the captains of industry who controlled great wealth in concentrated capital, ruled like feudal lords over a labor force swollen with immigrants from foreign lands and newly-freed negroes. Labor was considered a commodity to be bought as cheaply as possible and discarded at will. As hugely wealthy industrialists became ever more powerful American workers were threatened with the loss of even those gains they had already made. Labor needed an organization through which action could be taken on a major national scale. For this purpose the National Labor Union was formed in 1866, the first nationwide federation of labor unions.

The NLU did not last long, mainly because it pinned its hopes for improving working conditions on political action instead of on militant trade unionism. By 1873 the NLU had disintegrated, but not before it had achieved two major goals—repeal of the Contract Labor Act of 1864 and the establishment of the 8-hour day for Federal employees.

The Contract Labor Act was nothing but a return to the indenture system of colonial times, under which European workers were brought to the U.S. by American employers, pledging their first year's wages to repay transportation costs and further year's wages to repay their maintenance costs for the first year. This gave employers virtually free labor which they used to depress American workers' wages.

The 1870's began with the promise of unparalleled prosperity for the United States. Big Business was

booming, speculation was plunging wildly ahead, money flowed freely, fortunes were made overnight. The frenzied business activity had no real foundations however, and in 1873 the bubble burst, plunging the nation into another long depression, far worse than the depression of 1819.

The "Panic of '73" left 4 million American workers jobless out of a total work force of only 38 million and brought on conditions which could only be described as chaos. Men, women and children in industrial cities starved for lack of the few pennies to buy bread. The depression of 1873, which was to last for seven horrible years also signaled the beginning of two decades of all-out war waged by American capital against American labor.

In city after city, gatherings of unemployed workers seeking jobs through which to earn money to buy food for their families were brutally broken up by club-swinging mounted police and militiamen. Men, women and children were trampled and beaten. Newspapers again jumped into the fray verbally, calling the unemployed workers "anarchists" and "foreign agitators." With so many unemployed, wealthy industrialists cut wages to the bone, and prepared to meet strikes by desperate workers with club-swinging goons, armed scabs, state militia, Federal troops, court injunctions and a callous disregard for human suffering.

In 1874-75 the "Long Strike" paralyzed the Pennsylvania coal fields. To break the strike the mineowners brought in the most infamous of the union-busters—Allan Pinkerton. Pinkerton sent his own agent, James McParlan, as a labor spy to join the strikers' union—the Workingmen's Benevolent Association—and destroy it from within. Violence flared frequently during the long, bitter strike, and when several mine foremen were shot. Although the union had nothing to do with the violence in spite of much provocation, a secret organization of embittered miners, known as the "Molly Maguires," waged a long war of terror. Pinkerton's spy managed to round up lying "witnesses" and hearsay evidence for a willing court to indict many of the "Mollies" and striking union's leaders. Convicted by the boss-oriented court, 10 men died on the gallows and 14 were sentenced to long jail terms. The "Long Strike" was broken and the names Pinkerton and McParlan became infamous. To insure future labor "peace," the mineowners promptly recruited a private,

heavily-armed army called the Coal and Iron Police who did not hesitate to use whip, gun or club on any worker who complained about wages, hours or working conditions.

An even larger strike was soon to break out in the railroad industry however.

When the depression of 1873 hit the nation, railroad companies had seized the opportunity to slash wages by 25 percent although they continued to earn record profits. Then, in 1877, the Baltimore and Ohio Railroad announced another wage cut of 10 percent. Faced with starvation wages, a B&O train crew walked off the job. Others followed throughout the whole system and soon the line was paralyzed. The so-called "Great Strike" was on.

The railroad magnates reacted quickly. Although the walkout was completely peaceful, they demanded protection for railroad property from the state capitals. State politicians, indebted to the hugely wealthy railroad magnates for many things, responded quickly with armed militia. Instead of "protecting property," these armed militiamen were used to break up strike meetings—firing first into a meeting of strikers in Martinsburg, W. Va., leaving several dead strikers in their wake. Enraged non-striking townspeople attacked the militia in turn, destroyed rolling stock and telegraph wires and even ripped up tracks in their anger. Unjustified violence gave the strike momentum, and the strike spread from coast to coast. State militia fired on strikers again and again and the death toll climbed. Finally many militiamen, disgusted by what they were called upon to do, deserted and joined the workers' picketlines rather than fire on their fellow townsmen. The enraged railroad millionaires screamed for Federal troops and the big business-oriented government of the time was quick to comply. Federal troops soon arrived, enraging townspeople even more. In the infamous "Baltimore Massacre" troops shot down 10 strikers in cold blood. In one month over 100 American workers were shot dead and over 300 wounded by American soldiers. Confronted by the entire U.S. Army, the strikers were beaten and the "Great Strike" was broken. To prevent strikes in the future, state government built armories crammed with heavy weapons and militiamen in many towns. The railroads themselves hired armed hoodlums as "special police."



The public school system as it is known today owes its origins largely to the vigorous agitation of America's first labor movement, whose goal was free education for everyone.

U. S. Merchant Fleet Decline Stirs Increasing Congressional Concern

WASHINGTON—Congressmen in both the House and the Senate have hit the deck recently to deplore the continuing deterioration of the American-flag merchant fleet in the face of the accelerated growth of the merchant marine of the Soviet Union.

Senator Harrison Williams, Jr., (D-N. J.), who serves on the Labor and Public Welfare Committee, and Representative Jack Edwards (R-Ala.), a member of the House Merchant Marine and Fisheries Committee, went on record criticizing the current U. S. maritime policy which has permitted Soviet Russia to gain on the United States.

"The cold fact," said Representative Edwards, "is that we are allowing our once-proud Merchant Marine to sink in a sea of confusion, neglect, lack of leadership and bureaucratic twaddle."

"And what is worse," he continued, "we don't even have a government policy to deal with the problem. Our Merchant Marine is drifting aimlessly without a compass, and without a rudder."

Simultaneously, New Jersey Senator Williams pointed out that in less than ten years the Russians have moved from 12th to 7th place among maritime nations. "They are adding merchant tonnage at the rate of a million tons a year," he said. "The Russian fleet is already larger than the active American fleet."

"In startling contrast," the New Jersey Democrat went on to say, "our merchant fleet has declined sharply in size. Today the Russian fleet carries the greatest part of its foreign trade, while Ameri-

can ships are carrying only nine percent of our exports."

While Senator Williams was pointing out the immense strategic and political advantage of a dominant merchant marine, Representative Edwards was voicing his disapproval of our country's being forced to rely on foreign bottoms to transport vital supplies to Viet Nam. "Aside from the obvious disadvantages," he said, "every time a foreign ship is

chartered by a United States Government agency or private company it means that gold must be paid out, adding to our payments deficit."

During Edward's remarks, Representative Downing of Virginia congratulated his colleague on pointing out how Russia is trying to be the No. 1 maritime nation of the world "and will be in 1975 if she continues at the present pace."

Myth of 'Effective Control'

(Continued from page 6)

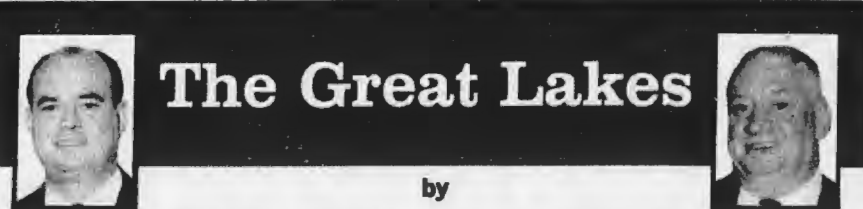
to Vietnam in August of 1965. The Mexican Government, using a Mexican law forbidding ships under Mexican registry from entering a war zone, ordered the El Mexicano not to carry the military cargo to Vietnam where it was sorely needed.

In order to protect its registry, the El Mexicano complied with the Mexican Government's demand, and the cargo was re-scheduled to go aboard a Greek freighter, Stamatios E. Embiricos. Despite the promise of a \$10,000 bonus, the crew of the Greek-flag freighter refused to sail with the Vietnam-bound cargo. Finally, after much expensive loading and unloading, the

cargo was shipped on a U.S.-flag vessel manned by American seamen.

The experience with the Greek freighter pointed up another long-held SIU contention: that foreign seamen cannot be depended upon to act in the interest of the United States. All runaway ships supposedly under "effective control" are manned by foreign seamen, and so long as this situation persists, the U.S. cannot count on any control of runaway vessels at all. The SIU has also pointed to instances when foreign crew members have seized command of ships, which were then effectively controlled by no nation. In time of emergency, the U.S. can only depend on crews consisting wholly of American citizens to meet national needs, as American merchant seamen did in World War II and Korea.

Another objection which the SIU has maintained against the theory of "effective control" is that it depends upon the good will of the runaway-flag nations. In 1963 the Honduran government was overthrown by its armed forces and the U.S. immediately suspended diplomatic relations, and, in 1964, Panama broke off U. S. diplomatic relations with the support of Premier Khrushchev. Obviously, the U.S. has little control over vessels registered with foreign nations under such circumstances.



The Great Lakes

by

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

Great Lakes members and their dependents have been taking full advantage of the free physical exams given at the new Toledo clinic. Over fifty members and their dependents have received physical exams to date. All members are reminded to take advantage of this additional welfare benefit. Appointments and general information on the physical exams can be obtained through all SIU halls.

Detroit

The Peter Reiss was named the winter run vessel in the Reiss fleet and has been operating on the coal run between Toledo and Detroit since December 20. It has been held up because of ice conditions but should resume the run on March 1 if ice conditions permit.

The crews for the steamers Iglehart and Crapo have been notified to report to these vessels on February 21 in the steward and engine departments. No notices have been sent out for the deck department as yet.

The after end and galley crews for the steamer John J. Boland have been notified to report on March 1 and March 9th.

Buffalo

A report from the port of Buffalo indicates that continued pressure by waterfront unions in Buffalo is being put on Washington due to the shrinking American Flag fleet on the Great Lakes. Recently, in a wire to Chairman Ed-

ward Garmatz of the House Merchant Marine and Fisheries Committee, Pat Sullivan, Vice-President of the Buffalo Longshoremen, stated that: "any change in maritime policy should include priority for the Great Lakes, especially in the area of government subsidies." Mr. Sullivan also pointed out the fact that many foreign vessels carrying grain to India employ Chinese crews hired out of Hong Kong that could very well be sailing on vessels hitting Communist Chinese ports.

Chicago

Chicago reports that remodeling of the new building is progressing nicely. The new facility will house all SIU affiliates in the Chicago area and will also house a clinic for all members and their families.

All members are reminded to register at any of the seven SIU halls located in the Great Lakes District for employment during the 1966 season. Registration starts March 1.

Insurers Discard Rate Hike—Threat To U. S. Cargo Fleet

LONDON—Faced with a storm of protest by American ship owners at a meeting here, British marine insurance underwriters have backed down from a proposal to apply new penalty insurance rates on all ships 20 years old or more. Had the new penalty rates gone through, 83 per cent of American-flag ships would have been under the new schedule, which would have raised the operational cost of these vessels so high that in some cases it would no longer have been profitable to operate them.

In a rush trip to London, United States' maritime industry representatives filed a strong protest against the penalty rate, which would have amounted to 100 per

cent of the normal insurance costs for U. S.-flag ships. Had the protest failed, it would have left only 150 American merchant vessels, built since World War II, still eligible for the current lower rates. The remainder of the nation's aging ships, consisting of 350 dry cargo vessels engaged in liner trades and 400 tramp ships and tankers, would have been forced to pay the penalty rates.

Experts in the maritime industry called the new penalty rates "a critical threat to the American Merchant Marine," speculating that at least one-third of the United States' 900-ship merchant fleet would have been forced out of business by the new rates, if the proposal by the British marine underwriters had not been headed off.

The spokesmen for the U. S. maritime industry argued that a tremendous volume of business would have been diverted from American-flag vessels had the new penalty rates been put into effect. One shipping man has already noted that his company has lost an important cargo consignment, because the insurance penalty would have increased the shipper's bill by eight per cent. Thus, most of the foreign merchant ships, which have kept abreast of the times with their ship building programs, would have stood to preempt our nation's cargoes and profit by the new insurance schedules.

American ship companies are already losing many cargoes to newer ships sailed by foreign competitors.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The crew of the Del Mar ran into some real good luck this trip, as the ship arrived in New Orleans, February 17 and didn't have to sail until February 28. The crew was thus able to enjoy the carnival season and was in port for Mardi Gras Day.

The Louisiana State AFL-CIO and the Greater New Orleans AFL-CIO joined the Maritime Trades Council of New Orleans and vicinity in making known to the Louisiana Congressional Delegation their views towards the resolution No. 217 passed unanimously by the AFL-CIO convention that calls for a strong expected merchant marine.

New Orleans

Milton Beasley, whose last ship was the Olga, is now on the beach looking for another run. His last trip lasted six months and had plenty of overtime.



Beasley

Robert (Bobby) Foster, who made his first trip in 14 months on the Ocean Anna is now ready to go any place on any ship as an AB.

Ira Brown is just got off the Oceanic Wave where he was the Steward for two and one-half years. He is now ready to go any place on any ship, as Steward, but would prefer a ship going to Viet Nam.

Frank West is now ready to go to any place on any ship as Chief Cook.

Houston

Charles Thomson Big is just off the Henry and after a trip to India is on the beach celebrating and getting ready for another long one.

J. Moncrief has been idle for a few weeks and is waiting for the right one to come along. He says he is not particular but wants a long run to Brazil to sport his new auto.

Mobile

Frank E. Parson, who was last on the Coe Victory, is currently on the beach and looking for another good run. He has been shipping out of the Gulf Coast Area for the last fifteen years.

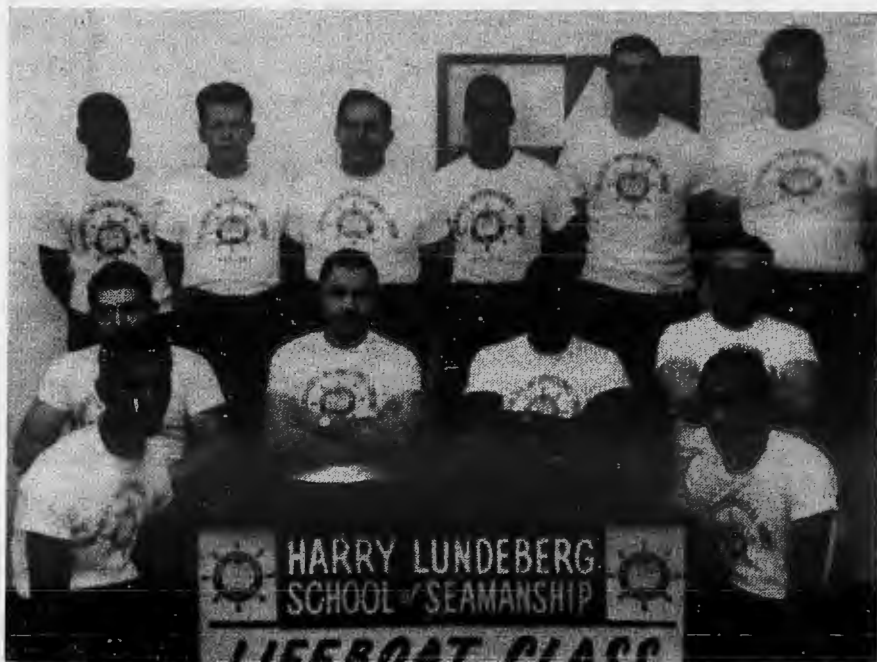


Hudson

George M. Weldy and James B. Harrison who both make their home in Mobile are currently looking for trips in the engine dept.

Robert A. Sanchez and Louie E. Hudson who both make their homes in Mobile, have been members of the SIU for a number of years are looking for Steward Department jobs shipping out of the Gulf Coast.

Lifeboat Class No. 145 Graduates



SIU Lifeboat Class No. 145 assembled for graduation picture after successfully completing lifeboat training course at the Harry Lundeberg School of Seamanship. Latest group of lifeboat ticket holders are (l-r, bottom row): Henry Reed and Theodor Augustus. Middle row: Antonie Trevino, Terrance Kibler, Otho Babb and Harry Abrahamian. Back row: Archie Finney, Frank Haviland, Peter Mallozzi, Charles Johnson, Paul Carty and instructor Arni Bjornsson.

Community Level Program Proposed

Aggressive Anti-Poverty Campaign Stressed for Organized Labor

WASHINGTON—Organized labor has been urged to set up its community level anti-poverty activities lest the fruits of legislation be lost.

Miles C. Stanley assistant to AFL-CIO President George Meany, made the appeal at a three-day Conference on Civil Rights for All People through Community Action, held by the Electrical, Radio & Machine Workers (IUE). Aim of the program is to develop "community stewards" to represent the poor, the unemployed, the uneducated and the victims of discrimination, thus complementing the work of shop stewards in the plants.

Stanley and other speakers stressed the tie-in between civil rights and the war on poverty. Emphasizing that it is at the community level that "this war must be fought and where it will be won," Stanley warned strongly against a let-down following labor's successful fight for legislation.

"All our work will be forfeited," he declared, "if we do not rise to the challenge of seeing that the laws we helped bring into being are implemented properly." Unless organized labor acts "to make its greatest contribution" in the follow-up, he warned, the very

people who opposed the bills while the AFL-CIO and its affiliates were working to get them through Congress—"the chambers of commerce, the boards of trade"—will take over.

"The labor movement can make a take-over by special interests extremely difficult without becoming overly aggressive itself," he said. "But my experience indicates the labor movement has not been aggressive enough."

AFL-CIO Civil Rights Director Donald Slaiman, who presided at a forum on How Can Labor Fight Discrimination and Poverty in the Community, pointed to the "very direct" relationship of poverty and civil rights.

In spite of gains on the legislative front, Slaiman said, the income gap between minority groups and the total population has started to widen after years of narrowing. This is due at least in part, he went on, to educational deficiencies of minority groups and

their consequent lack of qualifications to fill increasingly complex jobs in a world of steadily advancing technology.

"Opening the door doesn't mean much," he said, "if a young Negro man or woman doesn't know where the door is or is distrustful of going through it because of his past experience."

To implement properly the laws that offer a future of hope to the poverty-stricken, Slaiman said, labor must not "leave the field to businessmen, lawyers, politicians or welfare workers," but must learn how to make the programs work in city slums and "rural Appalachias."

"And it's going to be pretty rough to live up to what we have to do," he added.

IUE Pres. Paul Jennings told a conference dinner that the job of the active union leader is not only to represent his members in the shop, but "to act as a steward for the community."

The Pacific Coast



by Frank Drozak, West Coast Representative

The maritime trades department at its last meeting reelected its officers. Morris Weisberger was elected president, Al Clem was named vice president and Stan Lore, secretary-treasurer.

The San Diego port council meeting will be held on March 3 for the purpose of adopting a constitution. Peter McGavin, secretary-treasurer of the AFL-CIO Maritime Trades Department, will be on hand at the inauguration of officers for the new port council. At present, Lester Balingier, is acting as chairman until permanent officers are elected.

San Francisco

Shipping continues to be very good in all departments and all ratings. Several ships were in for sign ons during the past week.

Ships in for pay off this period were the **Coe Victory**, the **Transhudson**, the **Rice Victory**, the **Cour D'Alene** and the **Robin Trent**. Signing on for the period were the **Coe Victory**, the **Rice Victory**, the **Oceanic Spray** and the **Cour D'Alene**.

Ed E. Luzier is just off the **Cuba Victory** as AB. Ed has been in the union for 19 years and plans to take it easy for a week or so and then catch the first AB job that hits the board. **F. Miller** was last on the **Eagle Voyager** as AB. Miller has been on the beach



Luzier

for awhile and now is ready to take the first Viet Nam run that comes along.

Vincente Laws was last on the **Norberto Capay**. Vince spent 14 months on this ship and plans to get married and take it easy for awhile before shipping out again. He thinks the vacation is one of the finest benefits the Union has.

Wilmington

Shipping activity has been booming here and the outlook for the coming two weeks is very good. We are short all ratings in all departments. During the past two week period we had three pay-offs, two sign-ons and six ships were in transit.

M. T. Little said he heard we

needed manpower and came in



Little

from the east coast to ship out. He was right about us needing help and we shipped him as a bos'n on the **Robin Trent**. **A. O. Roy** came in from New Orleans and shipped as deck maintenance on the **Transhudson** heading for India. He said he heard shipping was good but didn't know it was this good.

Pat Fox just paid off the **Norberto Capay** a few weeks ago and is spending a leisurely vacation on the beach. After a few more days on the beach he will be ready to grab the first oiler slot that comes along. He won't have any trouble shipping as jobs are plentiful.

Paul Whitlow, ship's delegate on the **Transyork**, dropped by the hall to say hello and picked up some overtime sheets and logs for the crew.

In transit were the **San Francisco**, the **Summit**, the **Montpelier Victory** and the **Calmar**.

Ships due in for the next period are the **Whitehall**, the **Choctau**, the **De Soto**, the **Fairport**, the **Wild Ranger** and the **Express Baltimore**.

On the beach we have **F. LaRosa** who was just paid off the **Rice Victory** and says he had a nice trip.

Seattle

Shipping continues to be excellent on all ratings and all departments. Most of the ships are going to Japan, Korea and Viet Nam, although we still have the grain run to India which is moving out of this area. Any member can choose his run from the Seattle area.

FOR SEAFARERS INCOME TAX GUIDE

(Continued from page 4)

wages.

DEATH BENEFIT EXCLUSION. If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payment, you may be entitled to a death benefit exclusion of up to \$5,000.

GAMBLING GAINS. All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

INVESTMENT CREDIT. Form 3468 is to be used by a Seafarer claiming the investment credit. The credit is allowed for investment in tangible depreciable personal property used in business. The credit is an amount equal to 7% of such investment and applied against your income tax.

INCOME AVERAGING. A Seafarer who has an unusually large amount of taxable income for 1965 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the usually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

The following items can be used as deductions against income (IF YOU DO NOT TAKE THE STANDARD DEDUCTION):

CONTRIBUTIONS. A taxpayer can deduct up to 20 percent of gross income for contributions to charitable institutions, and an additional ten percent in con-

tributions to churches, hospitals and educational institutions.

INTEREST. Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

TAXES. In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state income taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverage, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.



MEDICAL AND DENTAL EXPENSES. All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is re-

imbursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined, with other medical and dental expenses which are subject to the normal three percent rule.

Special Rule for Certain Persons 65 or over:

The unreimbursed portion of the medical and dental expenses including medicine and drugs are deductible in full for the following persons:

- (a) The taxpayer and his wife if EITHER is 65 years of age or over;
- (b) A dependent who is 65 or over and who is the mother or father of the taxpayer or his wife.

CARE OF CHILDREN AND OTHER DEPENDENTS.

If deductions are itemized, a woman or a widower (including men who are divorced or legally separated under a decree and who have not remarried) or a husband whose wife is incapacitated or is institutionalized for at least 90 consecutive days or a shorter period if she dies, may deduct expenses paid, not to exceed a total of \$600, for one dependent, or not to exceed a total of \$900 for two or more dependents for the care of:

- (a) dependent children under 13 years of age; or
- (b) dependent persons (excluding husband or wife) physically

or mentally incapable of caring for themselves;

if such care is to enable the taxpayer to be gainfully employed or to actively seek gainful employment.

ALIMONY. Periodic payment of alimony to a wife in accord with a written agreement between them can be deducted.

CASUALTY LOSSES. The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance. These losses are limited to the amount in excess of \$100 for each loss.

WORK CLOTHES, TOOLS.

The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint,

plus tools bought for use on the job, or books and periodicals used in direct connection with work.

UNION DUES. Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

PURCHASE OF U.S. SAVINGS BONDS. If you are entitled to a refund, you may apply it to the purchase of Series E. U.S. Savings Bonds. If you check the appropriate box you will be issued as many bonds as your refund will buy in multiples of \$18.75 for each \$25 face value bond.

DECLARATION OF ESTIMATED TAX. The purpose of this declaration is to provide for current payment of taxes not collected through withholding, where a taxpayer may have a considerable amount of outside income. In such cases, a Seafarer should check the instructions on his tax return carefully, as the "Declaration of Estimated Tax" also must be filed on or before April 15, 1966.

Two Seafarers Settle \$1.50 Debt At Surprise Meeting In Viet Nam

When Seafarers get together around the Union Hall or at a strange table in some foreign port of call, they exchange stories and get to know each other, knowing all the while that paths are very unlikely to ever cross again. Most likely, they are shipping out on different vessels and will go their own way.

With Seafarers Eric Chittenden of the deck department and Electrician Frank Weatherly it was a different story.

They got together in the hall in New York about four years ago, and Eric borrowed a dollar and a half from his fellow SIU member, and such was their last meeting for quite a while. Then, only last month, Brother Weatherly was at the Olympia Bar in Viet Nam, a place where Seafarers are accustomed to gather. It was quite a while before they'd be shipping out again, due to the backlog of ships yet to be unloaded.

Weatherly was sitting quietly at the bar, relaxing over beer and awaiting the time when his ship was due to weigh anchor and start home again.

Meanwhile, Brother Chittenden walked in the front door, but ducked back long enough to reach in his pocket and pull out a dollar and a half. When the old buddies met, Chittenden pulled out the money, as if he'd had it ready all the time and handed it over to his friend.

All Weatherly could say was, "Good God, Eric, you remembered that after four years!"



Recalls Da Nang

Chittenden, himself, recalls the Da Nang harbor, a horseshoe-shaped affair which he describes as "lit up at night almost as if it were day." There, he went on to say, "is where the munitions, the ammunition and the gasoline, and the flares and the tracer shells light up the sky all night long. One can feel the rumble of the artillery that seem to fire all night long."

"But this is the city," Weatherly puts in, "that was once called the 'Paris of the Orient,' when the French were there. Now the place just stinks. Garbage is allowed to sit in the streets and draw flies, and artillery is continuously being dragged up and down the once-beautiful tree-lined avenues. Bars have been placed across the doors and windows of the bars and restaurants to keep grenades from



Seafarers Eric Chittenden and Frank Weatherly meet again by accident in front of the SIU Hall in Brooklyn after running across each other in Saigon some few months before. They met at the hall about four years ago, and their paths finally crossed again in Viet Nam.

coming in."

Between the times he is shipping out, Chittenden busies himself with many and varied activities. After paying off the Steel Traveler a while back, he took up flying and is now the proud owner of a private pilot's license. During his stay on the beach in Viet Nam, Chittenden took the opportunity to fly about the country on commercial airlines—from Saigon to Qui Nhon to Pleiku to Trang and back to Saigon.

During his excursion around the country, Chittenden managed to talk to American Armed Forces men, who were serving their nation in varied capacities. One of his most moving experiences was a conversation with a GI who was recuperating from his wounds in an army hospital. "The boy was shot in the side, his leg was torn up, and his face burnt, but never once did he cry or complain."

Both Seafarers were noticeably distressed at the lack of facilities for seaman, not only in Saigon, but in pretty near all the ports they had been touching for the past several years. Too, both agreed that going ashore in the war-torn country was moderately safe—if one obeyed the rules of common sense. As Weatherly put it, "A man has to stay sober, keep his wits about him and know where he's going. In Saigon, money flows like lava, and there are plenty of people available who will help a man get rid of his wallet. I find this to be typical of any country where confusion has been created by war. With supplies and soldiers and freighters

coming in and out constantly, it's impossible to run a port city cleanly and efficiently, and confusion is a very excellent cover for thieves and other illicit activities."

Now there is a large backlog of ships waiting to be unloaded outside the Viet Nam harbor facilities, and although the two Seafarers were much in favor of the 100% bonus they received while waiting, there's still the problem of passing the time. According to Brother Chittenden, there's a good bit of story-telling, some fishing, and he and another Seafarer actually took time for SCUBA diving off a small island in the bay. They went in a small fishing boat with a two-cycle engine and didn't find out until the next day that the place was rumored to be teeming with Viet Cong.



Luckily, Chittenden and his friend just had a close call, for in one case while they were in Saigon a seaman reportedly disappeared and has never been heard from again. On another occasion, an SIU man was hit by snipers who were firing at U. S. soldiers in the boat just ahead of them.

So now, with all this adventures behind him, Chittenden has received his passport and is planning a little vacation in England and Spain before shipping out again.

SIU Member Raps 14(b) Repeal Defeat

To the Editor:

I see from reading the papers that the repeal of 14(b) has been postponed again by a small minority of Senators who don't seem to think the democratic process is a good way to run our nation. To have the bill defeated by a fair vote would be one thing, to have it not even voted upon is quite another. Where is this great "democracy" that these same Senators are always talking about with such fine language? It looks like to me that they want the democratic process to apply only when it works out right for them, but when it comes to helping the working man, it's entirely another story. What's good for the goose, is no longer good for the gander.

Speaking for myself and my family and my friends, we are tired of a handful of selfish men stopping a just vote and a proper working of the democratic process. I have pretty well kept up with the news all my life and just get plain sick when I see the filibuster technique at work. They have tried to pull the same trick on every piece of good legislation from the civil rights act to their latest on the repeal of 14(b). It seems that we should either be a democratic nation or not. And it also seems that the filibuster by which a few can prevent the American way of life from working is not only outmoded, but should never have been passed.

I personally think that there were a few of them who wanted to get out of taking a stand on the issue. By voting against halting the filibuster, they were able to sit on the fence a little while longer. What they don't realize is that they aren't going to be able to sit on the fence forever. The day is coming when those same Senators are going to have to say one way or the other how they stand on American labor. They may be able to weasel out this time, but it won't go on forever.

And I was reading the other day in some newspaper where the editor was trying to say that a union shop is "undemocratic" or some other such thing as that. It doesn't appear to me that the good Lord gave them an overdose of common sense. If they followed this way of thinking, all those who voted against the income tax simply wouldn't have to pay it—even though they would be able to ride on the same roads that others were paying for.

It's exactly the same with the enforced open shop like they have in some states. These people who don't want to join the

LETTERS

To The Editor

Union get to "ride free" on the benefits that we in the labor movement have fought so hard for. You don't find any of them turning back the salary increases the Union got for them, either. Most of the time they are just hoping to stay on good terms with the boss so they can get special favors. There's always a few with thick skulls that don't realize the only way for the working man to get the rights he deserves is to unionize and bargain collectively.

Myself and many other Americans are still pulling for the repeal of 14(b), along with the defeat of those Senators who either don't think the working man is worth considering, or want to keep on riding the fence where they please everybody and do no good at all.

Allen Roberts

SIU Welfare Helps During Bereavement

We, the family of Samuel W. Anderson, would like to express our gratitude to the Seafarers International Union for the help that was extended to us after our beloved father passed away. We would also like to thank the Seafarers for the condolence letters sent to us by members of the Union. Being a member of the SIU, I now fully realize the importance of our health and welfare program.

Again, thank you from the bottom of our hearts.

Fraternally,
Harold W. Anderson

SIU Blood Bank Aids Seafarer

To the Editor:

I have been very sick for the past nine months and would like to take my hat off to the welfare plan of the Seafarers International Union for all they have done for during those bleak days when all I had to do was stay in bed. Without the welfare program, I could never have raised the money necessary for surgical expenses; I doubt seriously if I could even have afforded medical care at all.

Also, I would like to thank the SIU blood bank which made this much needed surgery possible. After all said and done, Seafarers seem always willing to come to the aid of an ailing brother, whether they know him personally or not. Their contributions through the blood bank made sure there would be no delay in my operation.

Fraternally yours,
F. Manuel Rivera



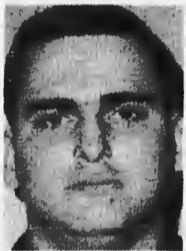
Seafarer Finds Sunny Puerto Rico Land Of Warmth And Hospitality

"Though I often get a few days' freedom in the port of San Juan," said Seafarer Joe Sarnicola, during a recent visit to the Log office. "I don't spend any time hanging around the city if I can help it. I rent a car and drive out to the nearby islands, away from the flashy attractions and the typical tourist traps. Since we're usually on the beach for two or three days there, there's ample time to wander around and see what the real Puerto Rico is like."

Brother Sarnicola, who ships out in the engine department, is strictly a coast-wise man, and for good reason. His two girls, Stacy, aged 13 months, and Wendy, aged 4 weeks, along with his wife Kathleen, just make it nice to be able to spend a little time around the house whenever possible.

So Sarnicola is usually found shipping out on Sea-land or Seatrain Lines. He was last off the Seatrain Texas, and has turned out to be an avid admirer of the scenery on Puerto Rican beaches.

"The last time I was there," he said, "I traveled around with a shipmate of mine, Juan Feliciano, who has quite a few relatives on the island. We wandered around, enjoying the sights and swimming in the coastal areas, and went to visit his relatives. It really made me feel that I was learning something



Sarnicola

about Puerto Rico, as if I were not a visitor, but just a part of the people."

Brother Sarnicola noted the differences between the way of life in Puerto Rico as compared with the American style of living. He found that most of the natives get by on a lot less of the material things, sometimes the barest essentials, devoid of luxury, because of the lower income scale. "People living a good simple life," he said, "but every bit as happy as people who live in the continental United States."

"The majority of the people I came in contact with," Sarnicola went on to say, "worked on shore gangs, as stevedores and longshoremen. Their diet is rather much on the light side, because of the warm weather down there. Fish, rice, beans and chicken are a few of items usually found on their table."

"All in all," Brother Sarnicola concluded, "I found the people very helpful, warm and friendly. My shipmate's friends and relatives acted as if they had known me all my life. They opened their home to me."

Also, the young Seafarer has

made the rounds of taking in the historical sights of the city, such as El Moro Castle. "It's like something out of a Spanish storybook," he said. "There are gun slits, dungeons and an old jail, which is open to the public to inspect. Then, of course, there are a number of ancient Catholic churches which I would consider worthwhile for anybody to see. Some are still in good condition, and most of those that are not are now being patched up."

"On the whole," Sarnicola concluded, "I enjoy my visits to Puerto Rico. Any Seafarer who takes care to avoid the waterfront joints where a man can get rolled, can have a good time there."

Although Sarnicola usually found his way to the beaches when there were a few days to spare in Puerto, he didn't ignore the sights and advantages in the city of San Juan. Occasionally, he gets around to taking in a bullfight, although they don't kill the bull in Puerto Rico like they do in Spain and Mexico, and a lot of the fighters are imported from the outside. "Too," he observed, "I find it kind of artificial, when they file down the bull's horns."

FINAL DEPARTURES

Arthur Cash, 57: Brother Cash died of a prolonged heart ailment in Los Angeles. He joined the Union in 1961 in the port of Wilmington, California and was a seaman all his life. He was buried in the Wilmington cemetery. Brother Cash is survived by a brother, Wilbur L. Cash of Ikmulgee, Oklahoma.



Roscoe Milton, 63: Brother Milton died in November of last year of heart trouble. He was born in Thomasville, Georgia and lived his later life in Mobile, Alabama. He joined the Union over 20 years ago in Norfolk, Virginia. Brother Milton is survived by his wife who also lives in Mobile, Alabama.



Edward Rydon, 47: Brother Rydon died of a liver ailment in New Orleans last year. A member of the deck department, he joined the Union over 20 years ago in the port of New York. He was a resident of Hitchcock, Texas and was buried in that town. He was a native of Boston and sailed with the SIU as bosun. He is survived by his wife who lives in Hitchcock, Texas.



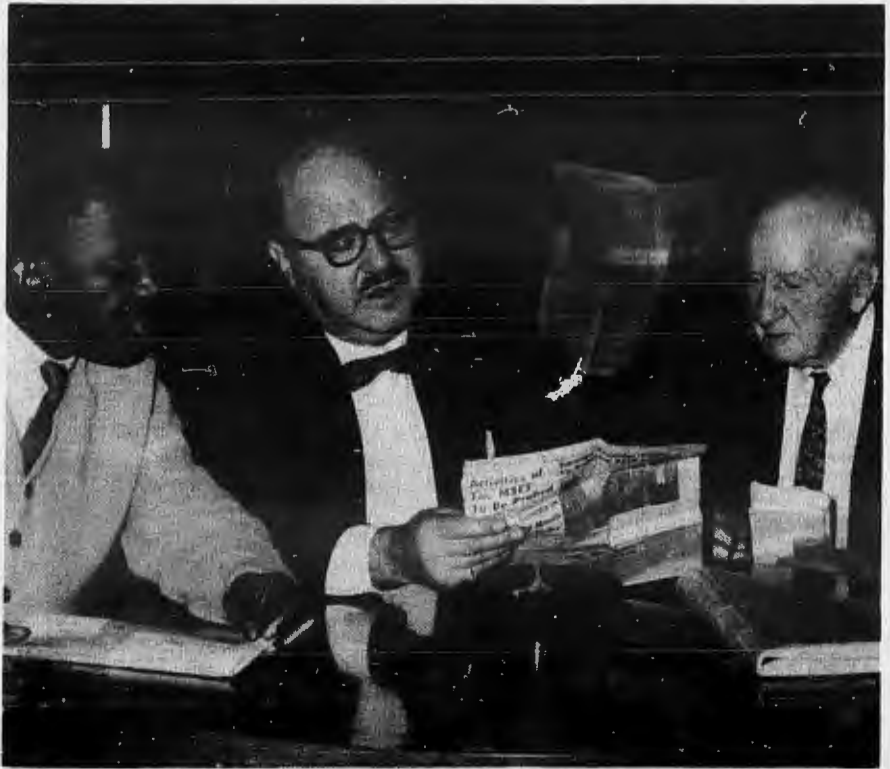
Vito Comerico, 60: Brother Comerico succumbed to pneumonia in Norfolk, Virginia. He was a member of the SIU for the last 9 years and sailed in the steward department. He joined the Union in his native Norfolk. He was buried in Norfolk and named his son and daughter as his beneficiaries.



William Oswinkle, 52: Brother Oswinkle died in Galveston recently of a respiratory disorder that had kept him down for an extended time. His last ship was the Cabins, on which he sailed in the steward department. He joined the Union in 1943 in the port of New York. He is survived by his son William Oswinkle, Jr., and was buried in Essex, Maryland.



Organizing Drives Recalled by SIU Pensioner



Pensioned old-timer **Daniel J. Gorman** (right) recounts his union experiences, including past organizing drives in which he was active, with Headquarters Representative **Leon Hall** (left) and Welfare Services Director **Al Bernstein**. Brother Gorman, who now lives at Snug Harbor, Long Island, was on the first ship to pass through the waterlocks of the Panama Canal.

PERSONALS

John A. Dunne

Please contact your brother by mail at 4866 Camelia St., New Orleans, La.



Paul Aubain

Please contact Mrs. E. T. Barnett at 12002 Anchick, Houston, Texas as soon as you can.



Friends of Manuel Vegas

Brother Vegas would like to keep in touch with all of his old buddies in the engine department now that he is retired at 18 Woodrow Drive, St. Augustine, Florida. He wants his friends to simply drop him a card to let him know how they're getting along.



John Rudolph

Important! Your wife would like you to write her immediately.



Murray Davis

Please phone your wife immediately.



Joe Kirk

The luggage you left accidentally in your hotel room in Seattle is being held by A. L. Smith at his residence at 4456 Winthrop Street, Spokane, Washington.



Lenwood E. Wilson

Please contact Mrs. Lenwood E. Wilson, 640 E. Union Street, Jacksonville, Florida.



James H. Achord

Please contact Mrs. Henry Achord, Route 1 Box 221, Varnado, Louisiana.



James Dhein

Please contact Mrs. Hugo Dhein, 132 Stewart St., Clintonville, Wisconsin.



John R. Blow

Has been under the weather lately and would like to hear from all his old SIU buddies who know his address in Jacksonville, Florida.



Henry S. Cavanaugh

Please contact George J. Garzotto at once.



Checks are being held for the following members at the dispatcher's counter of the SIU hall in New York: **Eugene R. Hall, Frederick Merinerth, Jose Montalvo, J. Ross and Hugh Wells.**

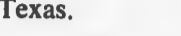
Evit Ardoin and Pablo Pacheco

Checks are being held for you in the Baltimore SIU office.



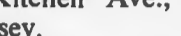
William E. Odum

Please contact Mrs. Tessie Odum at 7119 Avenue O, Houston 11, Texas.



J. T. Hagan

Please contact Mrs. J. T. Hagan at 21 Kitchell Ave., Wharton, New Jersey.



Income tax refund checks are being held at the SUP Building, 450 Harrison St., San Francisco 5, California for the following Seafarers: **Andre W. Deriger, Potenciano Paculba and Hans J. L. Pederson.**



Kenneth B. Emery

Please contact George J. Garzotte, 1040 Maison Blanche Building, New Orleans, Louisiana.



Rafael Evans

Please contact Julio Evans at Puerto Real Box 447, Fajardo, Puerto Rico.



Luigi Antonio Gaudino

Please contact your family immediately. Also contact Angelo G. Faraci at 25 Main St., East Rochester, New York.



John Godwin

Please contact your mother at 224 McRae St., Atmore, Ala.



Miguel Louis Medina

Please contact M. Medina, Jr., at 56 William St., East Orange, N. J.



Gear Being Held

Isthmian Lines is holding gear at company offices at Erie Basin for the following Seafarers: **J. Masakianm, Steel Flyer; Gilbert Wilson, Steel Director; P. Konis, Steel Artisan; P. Martinovich, Steel Fabricator; Wm. T. Farrell, Steel Rover; Wm. Fitzpatrick, Steel Advocate; J. Martakos, Steel Advocate; Harrin Macip, Steel Seafarer; Ray McNally, Steel Age; Antonia Lipari, Steel Age; Bagio Di Mento, Steel Age; George Hall, Steel Surveyor.** Seafarers **Silva, Lareen, Sawyer and Cavan** also have gear at the Isthmian Lines Brooklyn warehouse.

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)

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ADDRESS

CITY STATE ZIP

Brother Uses Time Spent In Drydock For Interesting Hobby and Business

What happens when an injury puts a Seafarer in the hospital for an extended period of time? Some people would just lull away their time and have nothing to show for the period. For Seafarer George Flood, however, the six months spent in the USPHS Staten Island Hospital were well spent because he found a way to keep busy and make money at the same time.

While in the hospital with a back injury he sustained aboard ship, Brother Flood found he had a great deal of time with nothing to do. To solve this problem he decided to take up one of the crafts taught to patients in USPHS hospitals.

"I was really in a fit over what I could do with myself while in the hospital. I have always worked, especially with my hands, and the idea of just sitting around not doing anything was really frightening to me," Brother Flood stated.

In the hospital's craftshop Brother Flood came across the old craft of fancy needle work. Under the guidance of Mrs. Webber, the director of the craft shop, Brother Flood learned how to work with the needle and thread and create pictures on black felt.

"I really think that working with needle and thread is good for an old Seafarer like myself. In the old days when we were under sail the seafarer was probably the best sewer around. Even today you can find some oldtimers who can sew as good as any seamstress."

The pictures sell for 12 dollars and, according to Brother Flood, sell quite well. He usually brings two or three pictures with him to the hall just in case some Seafarer is interested in purchasing art.



Seafarer **George Flood** proudly displays examples of his handiwork which he brought along to the SIU Hall in Brooklyn to show to his fellow Seafarers. Brother Flood learned to work with the needle and thread while he was laid up in the hospital.

When he first started to do the needle work it took him about a week to finish a picture. Now it takes less than two days. He uses his own colors and his pictures range from flags to kittens.

Brother Flood plans to continue his avocation and help supplement his retirement money and keep busy at the same time.

Brother Flood sews the pictures around designs he buys and then puts frames around the finished pictures. Materials used by Broth-

er Flood for the pictures are wool, yarn, black velvet and plenty of time. Another ingredient that is indispensable in fancy needle work is patience. Without it, according to Brother Flood, you just cannot do the work.

"When I first started to make the pictures I had someone sell them for me because I thought they would be hard to sell, but since then I have discovered that they really sell themselves and I have no problem."

From the Ships at Sea

JAMES L. TUCKER reports from the *Del Sud* that everything is going along well on the trip and that all beefs from the voyage have been settled. **Edward Avrard** was elected to serve as ship's delegate for the voyage, which will include San Juan, Barbados and Rio. The ship is scheduled to be back in New Orleans by April.

L. S. Johnny Johnston, ship's delegate aboard the *Del Sud*, reports that the crew hated to leave New Orleans the day before Christmas but that the old saying "Ships and Tides Wait For No Man" applied in their case. The crew at the first meeting, the day after Christmas, voted to extend a vote of thanks, and a job well done, to the steward department.

Good news has arrived from **E. W. Cox** aboard the Cities Service ship *Bradford*. An amplifier for the T.V. set has arrived and the crew can now get plenty of television watching time. **A. Johns**, meeting chairman, reports that no one has any beefs and that the trip is running quite well. The steward department was given a big round of

thanks from the crew for doing such a good job. According to the crew they never failed to come through with a sumptuous meal. Good food goes a long way in keeping all hands happy.

Smooth sailing from Philadelphia and Pittsburgh has resulted in no beefs from the men of **Geneva** (U.S. Steel) Secretary **Clyde L. Van Epps** says the ship has been getting its mail regularly and everything is O.K. According to meeting chairman **Richard Hefley** the ship will end its voyage with a payoff and sign on in Baltimore.

From **Kazmirz Lynch**, meeting chairman, aboard the *Iberville* (Waterman) comes word there has been no disputed overtime. After leaving Yokohama the men are happy about drawing overtime pay with 14 days in Cam Rahn Bay and 31 days in Ohinon. **A. R. Guidry** was elected

ship's delegate at the beginning of voyage 161, reports meeting secretary **J. P. Fitzgerald**. According to the crew, it was one of the smoothest trips they had been on in a long time, and are looking forward to a good voyage on 162.

Send Ship's Stories, and Photos to the Log

LOG-A-RHYTHM

Indian Summer

By Roy Lee Hinson

Now, 'tis season's end, Indian Summer is here,
The Great Spirit has come to erase all fear;
Nature's beautiful world is read, golden and brown,
Dead leaves are falling from trees to the ground.

The red and brown faces are painted so neat,
They choose the chieftain, then honor his seat.
All people will gather from far and near
To come hear their chief, both prophet and seer.

Wise council is given to the children of men,
A villain is dispersed for mistreating his kin.
The chiefs are cited for their wisdom and duty,
The squaws are chosen for their charm and beauty.

Work is now finished, nature must rest,
The sun withdraws from the beautiful West.
There is nothing on earth that has fear of death,
For all things are kissed by nature's breath.

SIU ARRIVALS

Julie Ann Welch, born November 17, 1965, to the Leroy Welchs, Groves, Texas.

Anna Mae Workman, born October 25, 1965, to the Homer Workmans, New Orleans, Louisiana.

Anne Marie Amora, born December 20, 1965, to the Felix P. Amoras, San Francisco, California.

David Evans, born December 15, 1965, to the George Evans, Newark, New Jersey.

Donna Fahriou, born January 2, 1966, to the Vincent Fahrious, Bayonne, New Jersey.

Tracy Lee Barton, born December 13, 1965, to the Rodney Bartons, Houston, Texas.

Samantha D'Amico, born January 2, 1966, to the Charles D'Amicos, Jr., Houston, Texas.

Lisa Ann Gray, born November 15, 1965, to the Jack W. Grays, Seattle, Washington.

Joseph Michael Grasso, born November 18, 1965, to the Basil Grassos, Baton Rouge, Louisiana.

Kevin Joseph Anderson, born December 27, 1965, to the Donald V. Andersons, Manistique, Mich.

Shawn Kevin Clifford, born November 17, 1965, to the Michael J. Cliffords, Buffalo, N. Y.

Cynthia Kilby, born December 2, 1965, to the Burl Kilbys, Baltimore, Maryland.

Julie Marie Howard, born November 17, 1965, to the Danny Howards, Jeffersonville, Indiana.

Che Chan Ho, born October 11, 1965, to the Yung KongHos, San Francisco, Calif.

Joseph Bernard Lovett, born November 10, 1965, to the William Lovetts, New York, N. Y.

Lola Ann Trail, born November 22, 1965, to the Junior B. Trails, Cleveland, Ohio.

Leslie Rachael Childress, born October 17, 1965, to the Fuller Childress, Fairhope, Alabama.

Jacky Ann Pierce, born October 4, 1965, to the George L. Pierces, Manitowoc, Wisc.

Esther Mae Cooley, born November 2, 1965, to the Benjamin F. Cooleys, Citronelle, Ala.

Lisa Pickett, born November 5, 1965, to the Robert Picketts, Houston, Texas.

Stephanie Faye Santos, born September 24, 1965, to the Robert Santos, Galveston, Texas.

Gwen Susan Lopez, born December 18, 1965, to the Manuel Lopez, Chicago, Ill.

Robin Hornberger, born October 20, 1965, to the Robert Hornbergers, Elysberg, Pa.

Kevin Maskell, born December 10, 1965, to the Elmer Meskells, Alpena, Mich.

PENN VANGUARD (Penn Shipping), February 5—Chairman J. S. McRae; Secretary, Richard Nelson. Ship sailed short three men. No beefs reported by department delegates. Brother Edward Davidson was elected to serve as new ship's delegate. Vote of thanks extended to Brother J. S. McRae, former ship's delegate.

YAKA (Waterman), January 2—Chairman, Donato Alt; Secretary, Donato Alt. No beefs reported by department delegates. Brother F. C. Tatum, Jr. was elected to serve as new ship's delegate. Vote of thanks to the steward department.

BRADFORD ISLAND (Cities Service), February 6—Chairman, A. Johns; Secretary, E. W. Cox. Brother J. W. Mullis was elected to serve as ship's delegate. \$12.38 in ship's fund after buying amplifier for TV. Some disputed OT in deck department. Discussions regarding beat on ship, longshoremen's holiday in Tampa, and Union taking some action on retirement plan.

DEL CAMPO (Mississippi), January 23—Chairman, Juan A. C. Cruz; Secretary, Richard G. Martinez. Some minor beefs to be taken up with boarding patrolman. Motion made to change the retirement plan to 20 years in the Union. Ship should be fumigated for rats and roaches. Vote of thanks extended to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

SEA PIONEER (Pioneer Tankers), January 31—Chairman, Wilbert Wenting; Secretary, Roman Vilorio. \$1.80 in ship's fund. Each man asked to donate 1.00 to the ship's fund. Discussion regarding rooms and shortage of furniture.

NORBERTO CAPAY (Liberty Navigation), February 6—Chairman, H. Emmen; Secretary, J. Secura. Some disputed OT in engine department. Discussion on reveler's checks instead of cash for raws. All members are in favor of having them discontinued in view of the use of exchange and difficulty in getting them cashed during voyage, especially in Vietnam. The matter will be referred to patrolman at payon. Thorough fumigation of the entire ship is necessary.

DEL SUD (Delta), February 13—Chairman, Harold Crane; Secretary, James L. Tucker. No beefs reported by department delegates. Brother Edward vrad was elected to serve as ship's delegate.

IBERVILLE (Waterman), February 2—Chairman, Kazmirz Lynch; Secretary, J. P. Fitzgerald. Restriction to the ship beefs to be taken up with boarding patrolman. Disputed OT in engine and ward departments. \$8.00 in ship's fund. Brother A. R. Guidry was elected to serve as ship's delegate for voyage. Request patrolman to see that ship fumigated for roaches. Also to check up chest for amount and variety of garettes aboard.

ST. CHRISTOPHER (St. Lawrence carriers), February 15—Chairman, Gen. Clendon; Secretary, Ed Sherris. \$10.30 ship's fund. One man in engine department missed ship in San Francisco. No beefs reported.



REGISTER NOW!

March 31, 1966 is a most important date for all persons 65 years of age or older.

March 31, 1966 is the deadline for registration for the benefits under the Medicare program.

Everyone who will be 65 or over on next July 1 will have paid-up hospital insurance under Medicare—but to get coverage of their doctor bills and other medical expenses when the program starts in July they must sign up by March 31 for these supplementary benefits which cost only \$3.00 a month.

Here Are the Simple Details:

All persons 65 or over whether they are working or on pension retirement—and whether or not they were covered under the Social Security or railroad retirement program—are eligible for coverage.

What Happens If They Don't:

Those who don't sign up by March 31 will have to wait at least two years to get this protection. The next enrollment period isn't until the end of 1967 and coverage won't become effective until July 1968.

What To Do:

Anyone over 65 who has not received a Medicare enrollment application in the mail or who has mislaid his application should *get in touch with the nearest Social Security office at once.*

Younger people with wives, husbands, parents and other relations, union brothers or sisters, 65 or over, should remind these older persons to sign up!



AFL-CIO President George Meany has urged the entire labor movement to do everything in its power to make sure that all union members 65 or over and their families enroll for medical benefits under Social Security before Mar. 31.

"It would be a tragedy if the Medicare program for which the AFL-CIO fought so long and hard should fall short of its objectives because its intended beneficiaries are unaware of the facts," Meany said.

IF YOU'RE 65 OR OVER

REGISTER NOW!

FOR SUPPLEMENTARY BENEFITS UNDER

MEDICARE