



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



Delegates representing the more than 85,000 members of the 35 district and local unions, attended the 13th Biennial Convention of the Seafarers International Union of North America in Washington last week. Here, delegate Paul Drozak of the Atlantic and Gulf District takes the microphone on the convention floor to speak on resolution discussed by delegates before vote.



Disembarking from airliner at John F. Kennedy airport in New York, 25 crew members of Observer (Marine Carriers) return from Suez Canal where ship remains stalled with skeleton crew of 10 aboard. In inset photo, Patrolman Mike Sacco welcomes Seafarer Gerald McCray on his return. McCray holds diary containing details of his 21-day ordeal.



## 13th SIUNA Convention Maps Future Programs

Page 3

## Union Plans Expansion Of Upgrading Programs

Page 2

## SIUNA Pursers Graduate First Pharmacist Mates

Page 12

## Hall Urges Ship Buildup At Senate Hearing

Page 4



Shown following graduation of first class of SIUNA-affiliated Staff Officers Association's Pharmacist Mate Training Program are (l-r): Capt. T. Shinnick, UHPHS medical officer; Under Secretary of Labor James Reynolds; Burt E. Lonpher, SOA Secretary-Treasurer; Paul Hall, president of the SIUNA; and Capt. Garth Read, U.S. Coast Guard, Washington, D. C. The graduation ceremonies were conducted at United States Public Health Service hospital in Staten Island, New York.



Steve Edney (left), SIUNA Vice President and Secretary-Treasurer of the affiliated Cannery Workers of the Pacific passes out Union-label tuna fish to visitors at Union Industry Show in Phoenix, Ariz. SIU display was big attraction.



## SIU Upgrading Facilities Expanded As Union Meets Manning Needs



Here is an aerial view of the SIU's recently acquired property at Piney Point, Md., which will include facilities for expanded training and upgrading program as well as recreational facilities.

**NEW YORK**—Paul Hall, President of the Seafarers International Union of North America, has announced that facilities for the training and upgrading of seamen are being stepped up and expanded by the AGLIWD and other seagoing affiliates of the International.

The announcement was made by Hall as part of his report to the Atlantic and Gulf membership at the regular July membership meeting held at headquarters here last Monday.

Due to the Vietnam crisis, the SIUNA, A&G District, has been called on to meet the additional manpower needs of dozens of ships. Despite the existing emergency and the hundreds of additional scaled ratings required, the Union has been successful in meeting these needs and has never experienced delay in sailing for lack of manpower.

The basis of this continuing ability to meet the manpower needs of SIU-contracted shipowners was established some years ago. Under the impetus of its founder, Harry Lundeberg, the SIU has always been aware of the necessity of trade union activity in recruiting and the manning of vessels. Harry Lundeberg felt that such activity fell within the area of Union responsibility and should not be handled by governmental agencies. Because of this, the SIU and the founding organization of the SIUNA—the Sailors Union of the Pacific—have always maintained recruiting and training facilities for the purpose of fulfilling needs as they arise.

The first real step-up in this type of work came during the Korean crisis at which time the SIU, A&G District, inaugurated a permanent training program aimed at improving shipboard safety and upgrading members to higher ratings. Originally known as the Andrew Furuseth Training School, the school was established under collective bargaining as a joint trust between the SIU and its contracted ship companies in the Atlantic, Gulf, Lakes and Inland Waters District. During 1965, the name was changed to the Harry Lundeberg School of Seamanship in honor of the SIU's founder and first president.

Having its principal operation in New York, the Harry Lundeberg School has dormitory facilities for several hundred entry rating trainees as well as the most competent AB and Lifeboat training school in the country. In addition to its main facility in New York, the School also maintains operations in Baltimore,

Mobile, New Orleans and Houston.

In addition to these existing units of the school, the Union

To augment these existing units of the school, the Union announced last week that it had secured an additional site, with ideal marine facilities, in Piney Point, Maryland. It is hoped that Piney Point will be adapted for, among other uses, a union training and recreational center. Together with the facilities already in existence elsewhere, this will make it possible for the Union—should needs require it—to increase its educational capacity to several thousand trainees and members seeking upgrading simultaneously. The additional facilities at Piney Point now put the SIU A&G District in a position where it can more than meet any emergency which may develop on the basis of the present international situation.

There are several levels of recruiting and training in the school. At the entry rating level, recruits are taken from the ages of 16 to 21 years. Their program of indoctrination ranges from 30 to 60 days depending on prevailing conditions and the demand for messmen, ordinary seamen and wipers. One of the unique features of the program is that these entry ratings trainees are given not only education in safety and shipboard duties, but also extensive lifeboat

training as well. They are given lifeboat examinations by the U.S. Coast Guard before shipping on their first vessel. Having passed this examination and completing 90 days of seetime, they can then apply for their lifeboat endorsement without further testing. As a result of this training, young men going to sea for the first time are better equipped for the job at hand than was sometimes the case in the past.

The school also facilitates the upgrading of Union members to the ratings of Firemen, Oilers, Water Tenders, AB's, Electricians and all qualified men for every department.

A look at the results of the school's training just since January of this year shows the following advances made by members: Lifeboatmen, 287; Blue Ticket AB's, 225; Green Ticket AB's, 86; Oilers, 60; FOWT's, 275; Pumpmen, 5; Reefer Engineers, 22; Electricians, 56; as well as others. The members of entry ratings trained and shipped on SIU-contracted vessels for the same period run into the hundreds.

In addition to its contributions to entry upgrading the Harry Lundeberg School has also established, in conjunction with the MEBA District 2, Marine Engineers and Deck Officers schools for the purpose of licensing qualified men from the Engine and

(Continued on page 4)



The SIU's Harry Lundeberg School of Seamanship offers rounded training program at the Union's Mill Basin facility in Brooklyn, including lifeboat and safety instruction as shown in the photo above.

## Report of International President



by Paul Hall

One of the distinguishing features of the 13th Biennial SIUNA Convention recently concluded in Washington was the strong indication of a new awareness of, and concern for, the plight of the American merchant marine.

This new mood was made apparent in many ways, but probably most clearly in the speeches and private comments of the many Congressmen who were present. One after another they expressed their concern in very specific terms—making it amply clear that the growing seriousness of the U.S. maritime situation had been the subject of much serious thought on their parts in recent days.

Equally important, this new awareness and concern cut across party lines in both Houses of Congress. Similar sentiments concerning maritime were displayed by Administration supporters as well as critics. The dangers inherent in our continually deteriorating worldwide maritime posture has rapidly become a major issue in its own right—demanding immediate attention and strong, decisive action—an issue too serious to be used as a bargaining weapon on other issues, as was the case so often in the past.

The Mideast crisis, the Suez Canal closing, and the oil embargo, in addition to growing indications of the need for a further manpower buildup in Vietnam undoubtedly played a part in the new seriousness being displayed toward our dangerous maritime deficiencies. The Soviet Union's growing maritime power, and the ways in which she is beginning to use her new advantage to secure her own military, economic and political ends are also leading to new concern for our glaring maritime deficiencies.

Exasperation over the inability of one Administration after another to develop a strong, positive maritime policy has led more and more Congressmen to advocate direct action by Congress to save the American maritime industry. Where the Executive Branch of government has failed the nation miserably, the Legislative Branch is advocating direct action.

This is a welcome development in the eyes of American maritime labor, which has for years been struggling virtually alone to alert the nation to the maritime disaster into which we were heading.

The SIU will keep up the struggle for a realistic, progressive U.S. maritime policy not only in the best interests of its membership but in the best interests of the entire nation. As one Congressman urged in his Convention remarks, "We'll do everything we can to help—just stay in there and keep punching!"

He needn't worry—we will! But in turn, we urge Congress to act quickly because as recent events prove, there is little time left and much to be done.

\* \* \*

One of the most important issues acted upon at the SIUNA Convention was in the resolution pledging our total opposition to any form of compulsory arbitration applied to any segment of the American labor movement.

Legislation is presently pending before Congress that would prevent some 130,000 railroad workers from striking to improve their wages, hours and working conditions until January 1, 1969, with no guarantees that they would be allowed to strike even after that date. Until then there would be in effect a so-called "Mediation to Finality" plan.

Whatever it is officially called, it remains compulsory arbitration. Until 1969 these railroad workers must accept whatever management gives them. And with the threat of a strike removed by official decree, it is certain that management won't offer anything worth considering.

Without the possibility of the workers exercising their right to strike, negotiations are meaningless. The right to strike remains labor's only real weapon—to be used only when all other avenues of negotiations have failed—but an indispensable weapon when all other means have proved futile.

The SIUNA has vowed to continue its opposition to any legislation that would adversely affect the right of the American worker to strike. This issue goes far beyond the maritime industry and is of the utmost importance to every American worker. Such anti-strike legislation, which was considered against the airline workers a short while ago, and is being considered against the railroad workers today, might be under consideration against the entire labor movement tomorrow.



The necessity for orderly shipboard living is emphasized at Lundeberg school for entry rating training. Here, trainees Brian Greenlee (left) and Paul Wilson make up bunks at the school's dormitory.



## Key Excerpts of Remarks At SIUNA Convention

WASHINGTON—Almost 80 speakers, including leaders of the U.S. labor movement, government and industry, addressed delegates to the 13th Biennial Convention of the Seafarers International Union of North America during its sessions held here June 21 through June 27.

The majority of the talks delivered by these men stressed the urgent need for a stronger American Merchant Marine, advocated an independent maritime administration and deplored the controversial proposal currently before Congress which calls for the building of American ships in foreign shipyards.

Brief excerpts from a number of the speeches appear below.

**Representative Gerald R. Ford (D-Mich.)**—"The condition of the American maritime industry today is a shocking disgrace." He referred to the shipping demands by the Vietnam conflict on our "largely obsolescent" merchant fleet and to the recent Mid-East war and said that in "a continuing international crisis" we would "lack both the ships and manpower to respond adequately. We should be building 30 to 40 new ships a year rather than the 13 provided for in the inadequate maritime budget of \$139 million."

**Senator Daniel Brewster (D-Md.)**—Speaking on the relative position of the U.S. in the maritime field: "We have slipped to 16th in shipbuilding—last July Finland replaced us as 15th . . . our flag fleet ranks 5th in gross tonnage . . . 6.4% of the world total. . . . Only 7% of our foreign commerce goes in U.S. bottoms. We have only 48 ships under construction while Japan, the leader, has 583. . . ." He urged that a firm "legislative package (on maritime) be formulated and acted upon quickly" and said any such package should include "an independent Maritime Administration."

**Representative Edward A. Garmatz (D-Md.)**—Speaking on the lack of a national maritime policy: "Since Congress has still not heard from the Administration (on its long-promised maritime policy) the wheel of progress has apparently stopped turning, and it looks as though Congress will be forced to take the initiative. The time has come for a concerted effort by both Houses. Senator Warren Magnuson, the able Chairman of the Senate Commerce Committee, Senator E. L. (Bob) Bartlett and I have already put our shoulders to the wheel. We have agreed to coordinate our efforts and our activities. And we intend to formulate and implement our own positive maritime program. We intend to salvage the sinking American merchant marine, to set it back on a true course, and to restore it to its rightful role as a dominant force in America's commerce and national defense."

**Representative Thomas Pelly (R-Wash.)**—"The House will vote . . . on a space bill in which we will spend \$5 million on space projects. When compared with the amount we spend on our merchant marine, this is shocking. We should be building 50 ships a year in American shipyards." According to the Constitution there is a "Congressional responsibility not only to raise arms to build ships."

**George Meany, President, AFL-CIO**—"I see the sign in front of me stating 'Rebuild America's Merchant Marine Now!' Well, strange enough, I said that in 1940. I wrote an article for the AFL magazine at the time about the situation in the American Merchant Marine. I believed in a real American merchant marine then. Surely anyone who believed in it 25 years ago and has seen what has happened since, certainly must be much stronger in his belief in a strong merchant marine today."

**Representative Hale Boggs (D-La.)**—"We must rebuild the American merchant marine now! I think it's a miracle that we've been able to keep up with the demands of Vietnam, operating with an obsolete fleet—by and large with ships that long since should have been sent to their reward. It is important that we do not rely on miracles, but instead start to build the kind of merchant fleet that we really need. None of us know, just now, just how 'tinderbox' the situation is in the Middle East, and I for one do not know if we can seriously sustain two crises."

**Archibald King, President, Isthmian Steamship Company**—"I had hoped that the United States would not see the day when it would have to depend on foreign flag ships, but unfortunately that is just exactly what is happening now. Conditions like the Suez Canal have very detrimental effects on companies like ours. This is true particularly when more ships are required and they just aren't available. The United States doesn't have any more ships. . . . A large-scale fleet replacement is most urgent. We want that replacement (program) under the American flag. But we WANT that replacement."

**Representative Jack Edwards (R-Ala.)**—"There are not enough merchant ships flying the American flag capable of supplying and sustaining our commitments in Vietnam . . . if the present rate of decline continues, then able-bodied sea-

(Continued on page 5)

## Convention Concludes in Nation's Capitol

# SIUNA Convention Delegates Act On Wide Range of Labor Issues

WASHINGTON—Delegates to the Thirteenth Biennial Convention of the Seafarers International Union of North America dealt in depth with the many crucial issues facing the American-flag merchant marine today and recommended specific measures aimed at revitalizing the U.S. fleet so it

regains sufficient strength to once more adequately serve the commercial and security needs of the nation.

Over 200 convention delegates representing 35 affiliated unions within the SIUNA took part in the Convention that took place from June 21 to June 27 in the nation's capitol. During that time they took action on the major areas of the maritime industry needing immediate attention, and made specific recommendations in the form

of resolutions and committee reports.

Convention delegates also took action on a broad gamut of problems faced by the American labor movement, the nation's workers, and the United States as a whole. SIUNA President Paul Hall served as chairman for the convention, and Vice-President Morris Weisberger served as convention secretary.

Beginning on the Convention's very first day and continuing

throughout the sessions, speaker after speaker expressed sharp criticism of the Administration's continuing failure to come up with a progressive, workable maritime policy.

Equal criticism was leveled at the "build abroad" proposals being advocated by Transportation Department Secretary Alan S. Boyd.

An urgent call for a positive maritime revitalization program was the keynote of AFL-CIO President George Meany's address to the assembled convention delegates.

Meany also reaffirmed the Federation's absolute opposition to any form of compulsory arbitration, including the so-called "Mediation to Finality" plan being considered by Congress for application against the AFL-CIO Railway Shopcraft unions.

"This legislation actually strikes at the heart of the American Trade union movement," Meany warned. "It is a step toward the destruction of collective bargaining."

In his speech, Meany also called on the American press to improve its coverage of issues vital to American labor. Noting that the press seems to prefer reporting the sensational, no matter how trivial, to something that is truly important, Meany said:

(Continued on Page 11)

## Summary of Resolutions Acted on by Delegates

WASHINGTON—Delegates to the 13th Biennial Convention of the Seafarers International Union of North America acted on and authorized a vast number of resolutions and proposals dealing with maritime, the fishing industry, social legislation and general labor issues.

Among the issues acted upon by the delegates were proposals designed to upgrade the American merchant marine, repeal section 14(b) of the Taft-Hartley Act and the decline of the American fishing industry.

In the field of maritime, delegates resolved to continue vigorous and aggressive policies dedicated to rebuilding America's shipping and shipbuilding industries to levels consistent with the needs of a major maritime nation, including:

- Reaffirmation of the principles embodied in the President's Maritime Advisory Committee report calling for a significant expansion of the American-flag merchant fleet.

- Rejection of the proposals being put forward by the Secretary of the Department of Transportation as shortsighted, inadequate, and basically destructive.

- Opposition to any "build abroad" proposals.

- Support for legislation creating an independent Maritime Administration outside the Department of Transportation.

- Continued opposition to run-away-flag operations and the so-called "effective control" concept.

- Called for strict enforcement of the 50-50 and other cargo preference requirements.

- Urged immediate action to restore the domestic merchant fleet, including the Great Lakes and inland waterways, and strict adherence to the Jones Act requirements.

- Called for legislation to increase American-flag carriage of U.S. waterborne commerce and the construction, in American shipyards, of sufficient merchant vessels to achieve this purpose.

- Urged legislation to protect the U.S. fishing industry including the extension of U.S. territorial limits to twelve miles.

- Supported a naval construction program in U.S. shipyards to assure continued U.S.

superiority as the world's leading naval power.

- Urged immediate recognition of the Soviet maritime menace and the need to counter this threat with a revitalized American-flag fleet.

In addition, delegates to the 13th Biennial SIUNA Convention adopted resolutions on the following major national issues:

- **War on Poverty**—Called for assured, long-term funding of community action, manpower training and development, and youth programs at levels at least double the present allocations; urged the development of adequate income maintenance through an improved overall system of public assistance prior to introduction of a system of family allowances or guaranteed income that will not reduce incentives to work for those able to do so; urged that trainees and others employed in War on Poverty projects be paid the minimum wage under the Fair Labor Standards Act.

- **Health Insurance**—Pledged to support a drive for enactment of an adequately-financed national health insurance plan, providing universal coverage, comprehensive benefits, and high-quality services, including prescription drugs; called for assurance that Medicare and other public health insurance plans now in effect are administered so as to eliminate billing of the individual patient, and that negotiated health and welfare plans take steps to assure that every dollar disbursed has given the worker the maximum possible amount of quality medical care.

- **Social Security**—Went on record in support of national goal of a minimum retirement income of 75 per cent of best average earnings. As a first step towards this goal, delegates gave full support to the current Administration proposal for an overall 20 per cent increase in Social Security benefits.

- **Unemployment Compensation**

(Continued on page 11)

## Convention Highlights

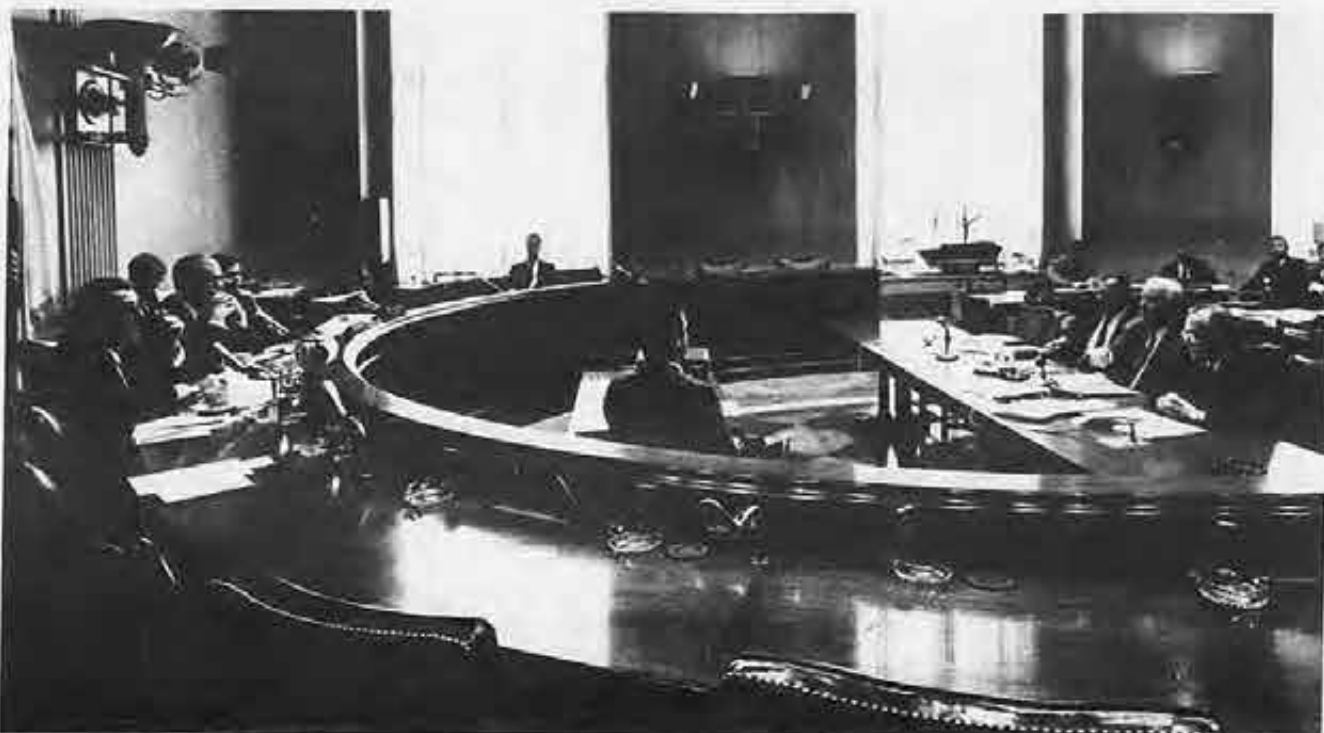
WASHINGTON—More than 250 delegates to the 13th Biennial Convention of the SIUNA began gathering at the Statler-Hilton Hotel here on June 19th and 20th in anticipation of the busy schedule of business which officially began June 21. The entire mezzanine floor of the hotel was set aside for convention sessions, meetings and conviviality. All who entered the hotel during the SIUNA's week-long stay were greeted by three enormous banners which stretched the length of the lobby.

Lining the walls of the mezzanine corridors were many displays testifying to the forward strides made by the SIUNA during its 29-year history in behalf of Seafarers, Inland Boatmen and workers in allied industries and crafts. Among these displays were a wide array of achievement awards and plaques presented over the years to SIU President Hall and the Union in appreciation for the help extended to other organizations in the labor movement during periods of need. Also to be seen were large panels picturing members at their various jobs, and a display showing all the various SIUNA publications. Current issues of the publications, which

(Continued on page 5)



# Buildup of Bulk Cargo Fleet Urged By Hall at Senate Committee Hearing



SIUNA President Paul Hall (center, at table right) testified at hearings conducted by the Senate Merchant Marine subcommittee. Hall called for expansion of the merchant fleet and pointed up to the committee the need for government aid for the various segments of U. S.-flag shipping.

**WASHINGTON**—The extension of operating subsidies to unsubsidized companies and to operators of bulk cargo vessels, was called for by SIU President Paul Hall in testimony before the Merchant Marine Subcommittee of the Senate Commerce Committee.

Hall, who is also President of the AFL-CIO Maritime Trades Department, told the Senate group that the subsidy proposals were part of a 20-point program he had submitted to the White House last March at the "direct invitation" of the President.

"Needless to say," Hall added, "the program was not adopted by the Administration."

The Administration is instead supporting the maritime proposals of Transportation Secretary Alan S. Boyd, a man who, Hall noted, had become a "hostile symbol" to the maritime industry.

Boyd is advocating adoption of a maritime policy which would allow the foreign building of American merchant vessels and would include the Maritime Administration within the Department of Transportation—which Boyd heads. Hall has called for the establishment of an independent MARAD.

In the face of Administration support for the Boyd proposals, Hall urged Congress to stand fast and not allow any deviation from the principle that ships must be American-built in order to be eligible for subsidies, to enjoy coastwise shipping rights or to participate in the carriage of cargoes made available by cargo preference laws.

Specifically, Hall urged that:

- The construction differential subsidy should be continued to allow subsidized operators to build 15 vessels a year.

- A construction differential subsidy should be provided for the replacement of the existing unsubsidized liner fleet. About 80 such vessels exist, and he urged that they be replaced at a rate of 16 ships a year.

- The companies operating these vessels—Isthmian, States Marine, Waterman and Central Gulf Lines—be made eligible for operating differential subsidies.

- Construction subsidies be provided to develop a United States dry-bulk fleet sufficient to carry 30 per cent of the nation's dry bulk foreign trade. To do this would require a minimum construction program of 30 ships a year for at least five years.

- Operating subsidies should also be extended to the new bulk carriers thus constructed.

- Requirements be adopted assuring that 30 per cent of all petroleum and petroleum products, molasses and sugar imported under Federal licenses or quotas be carried in U.S.-flag bottoms.

## 25 Seafarers Aboard Observer Home Safely After Suez Tie-Up

**NEW YORK**—Twenty-five Seafarers concluded their voyage aboard the SIU-contracted Observer by disembarking from the steps of a jet airliner rather than from a gangway July 2, as the Observer, with 10 other members of the crew still aboard, remains stalled in the Suez Canal.

The men were flown back to the United States when it became apparent that the Observer would not be able to move through the canal for some time. Ten members of the Observer's crew volunteered to remain aboard her as a skeleton force.

The canal between the Mediterranean and the Red Sea is blocked by at least three sunken vessels and a cement barge, which prevents the Observer, or any of the other 14 trapped vessels from various nations from passing through the canal.

Marine Carriers Corp., operators of the ship, first learned of the vessel's plight on June 6, the date she was expected to clear the canal. Captain Charles Kapelowitz, the Observer's master, contacted the company's agent by radio.

Captain Kapelowitz reported that the ship's passage was being blocked by sunken vessels and a dredge that had been blown up a few hundred yards off the Observer's bow. All hands were reported in good shape with ample stores aboard to sustain them.

As the returning members of the Observer's crew stepped from the plane, some gingerly, some wearily, at New York's J. F. Kennedy Airport, they were met by SIU patrolmen who had back pay and mail for each Seafarer.

Crewmembers Russell Flaack and Homer Shipes, described their time aboard the trapped Observer as a kind of "isolation". It wasn't pleasant, said both men, to be aboard a ship for 21 days that couldn't move.

The SIU and Marine Carriers Corp., joined in a concerted effort to have the Observer's crew returned home safely.

## The Atlantic Coast



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

We congratulate the newest group of Seafarers who have either upgraded themselves or qualified for lifeboat tickets. We constantly urge unrated men to take advantage of the opportunities offered by the SIU.

Charles Goidts is a new reefer engineer, while brand-new water-tenders include, Wedor De Francisco, Robert Staplin, Rudolph Odom, Charles Wolfe, Antonios Tsamados and Jose Calo.

Among the new AB's are: Clifford Leahy, Bill Kirkpatrick, H. Drakogiannis, Ronald Davis, and George Bailey.

Qualifying as lifeboat ticket holders recently were: Andres Castelo, Shalf Jafaie, Daniel Conte, William Fischer, John Ericsson, Charles Clemens, Richard Egan, Barry Barr, George Bailey, Fred Frick, Lorenzo Dolmo and John Smith, Jr.

### BOSTON

John Anderson is looking for a steward or chief cook's job after sailing as chief steward on the Chatham.

Leo Gallagher is showing off his new choppers. Leo just finished a deck maintenance job on the Transeirie.

Remigius McDonald is spending time with the family after an AB's slot on the Platte.

### BALTIMORE

John Gates is taking a vacation and would like to catch the Geneva again. He enjoyed the ship and also had praise for the vacation and welfare plans.

Pete Losado will take a rest after a West Coast run on the Seamar. Pete's come a long way since the Stone Street days. A FWT, Pete has seen a lot of benefits enacted in his 25 years with the union.

Another oldtimer, Ed Felker would like a coastwise trip after a job on the Bethlor.

### NORFOLK

Shipping is good here, and we hope for more of the same.

William Kuhl will be ready to ship soon. Right now, he has some work to do on his home. He recently shipped on the Ashbury Victory.

Charles Majette, a 23-year SIU man, checked in at the clinic for a once-over. Charley said his last

## Happy Seafarer



Seafarer Jack Wallin (L) smiles as he's presented with vacation check from Port Agent Jackie R. Hall in Duluth hall recently.

ship the Alcoa Voyager, was a good ship on a good run. Charley sailed as a bosun.

Willie Harper said he wants a good pineapple run, but first he's going to see how the fish are biting.

### PHILADELPHIA

Shipping is fair in this port. Ed Conlon is registered for a cook or steward's spot. He last made the Steel King as chief cook.

John Smithhood, of the black gang, spent some time visiting his father in Florida and is ready to ship out. Dimas Rivera is in the USPHS Hospital in Staten Island and hopes to ship out shortly.

Hamilton Dailey finished a messman's job on the Globe Carrier.

### PUERTO RICO

Oldtimers Joe Powers and Frank Alvarez paid us a visit after arriving in San Juan from Miami on the Borincana. This ship was on her maiden voyage and we'll look forward to seeing her often.

## Manning Needs Met by SIU

(Continued from page 2)

Deck Departments. Since its inception in February, 1966, this branch of the Lundeberg School has graduated 96 original Third Engineers and 60 original Second Engineers.

As an illustration of the scope of the officers' program, during the period from February to December 1966, the School turned out more marine licenses than the Federal Maritime Academy at Kings Point did for the entire year. Of the 114 original licenses earned within that period, 71 were original Thirds and 43 were original Second Engineers.

The Union feels that with the acquisition of additional facilities, and in view of the achievement record of already existing programs, it will not only have the means of recruiting, training and upgrading personnel necessary to man its own fleet, but—if used on a maximum basis—to supply near the total requirements of the entire industry.

Many other seagoing affiliates of the International have similar programs for the training of personnel in their own organizations.

The SIUNA-affiliated Staff Officers Association recently graduated the first class of its new Purser-Pharmacist Mate program. The Marine Firemen's Union has a training program for upgrading in the engine department. The SUP operates the Andrew Furuseth training school and instituted some years ago the first lifeboat training school in the industry. The MCS maintains a steward department training program and the SIU Great Lakes District is presently reviewing plans for a new training school to benefit members in the Lakes area.

## SEAFARERS LOG

July 7, 1967 • Vol. XXIX, No. 14

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

### Executive Board

PAUL HALL, President  
GAL TANNEN, Seco. Vice-Pres.  
EARL SHEPARD, Vice-President  
AL KERR, Sec.-Treas.  
LINDSEY WILLIAMS, Vice-President

### ROBERT MATTHEWS

Vice-President

### HENRY BRAND

Director of Organizing and Publications

### Managing Editor

MIKE POLLACK

### Assistant Editor

NATHAN SKYER

### Staff Writers

PETER WEILL

PETER WEISS

HARRY WITTSCHEN

FRANK MARGIOTTA

Published biweekly at 810 Rhode Island Avenue N.E., Washington, D. C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. NY 466 9-6600. Second class postage paid at Washington, D. C.

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



## The Pacific Coast

by Frank Drozak, West Coast Representative



Seafarers in California are strongly urged to vote for Assemblyman John Burton (Dem.-S.F.) in his bid for the State Senate seat vacated by the death of Senator Eugene McAteer.

The opposition is Milton Marks, who has received the endorsement of Governor Ronald Reagan. Marks is in favor of "Right to Work" legislation, one of Governor Reagan's prime legislative goals for the State of California. If Burton wins, Democrats will have the edge in the State Senate. The SIU has pledged its full support to Burton and we urge all voters in San Francisco District 12 to cast their votes for John Burton.

### SEATTLE

Shipping has been good for rated men and we expect the same for the next two weeks. We paid off five ships, signed on four and have two in-transit.

Fred Sullins just off the *Sea-Train New Jersey* is ready for another job on a Vietnam-bound ship. Fred sails as steward.

Donald Forrest hopes for a Sea-Land steward's job after a fine voyage on the *Anchorage*.

Joe Penner wants to take some time off after a trip to India. His last job was AB aboard the *Transerie*.

### WILMINGTON

An increase in shipping activity is expected here with the shipping already very active. We have seven ships in transit and expect to pay off three ships.

We were sorry to hear of the death of pensioner Harold Shellenberger, June 24. He was a pumpman and sailed SIU for 20 years before retiring in 1966.

Another pensioner, Bob Burton, is thinking of residing here permanently. Bob said he enjoys the fine summer weather in this area.

### SAN FRANCISCO

A steady flow of jobs are on the board here, as shipping remains excellent. We paid off the *Margaret Brown*, *Young American*, *Lynn Victory*, *Monot Victory*, *Western Comet*, *Pecos*, *Elizabethport* and *Halcyon Tiger*. The first six signed-on along with the *Beaver Victory*.

We have the *Panama*, *Rachael V.*, *Council Grove*, *Hastings*, *Joplin Victory* and *Iberville* in transit.

## Sea-Land to Add 7 Converted Ships to Fleet

The SIU-Contracted Sea-Land Service, Inc., has announced plans for a \$36-million ship conversion program designed to add seven new container vessels to her fleet.

Preliminary work has begun on the first four ships, with three of the ships expected to be completed late this year. The fourth ship is scheduled for completion the first quarter of 1968. Plans for the remaining ships will be announced shortly.

The ships will be converted from C-4 cargo ships of 15,000 tons and Mission type tankers, 16,350-ton liquid bulk carriers. The ships are of World War II construction and will be reactivated from the U. S. Reserve Fleet.

## Convention Highlights

(Continued from page 3)

were put out on racks for distribution, were picked up by delegates and many other guests in the hotel.

The hotel's Congressional Room was the scene of the convention sessions. The rostrum was backed by two big panels showing the 35 affiliated unions in the SIUNA and the traditional large photographs of Andrew Furuseth and Harry Lundeberg. Surrounding the hall were slogan-bearing banners which spelled out the general theme of the convention: "Oppose Compulsory Arbitration—Keep Collective Bargaining Free," "Freedom of the Seas is a MUST!" Others read: "The U.S. Needs an Independent Maritime Administration," "Rebuild America's Merchant Marine NOW," "Support Stronger Social Security" and "Unions Make America Strong!"

A three-hour moonlight cruise provided a special treat for many delegates and their guests on the second night of the convention. Through the courtesy of the Baltimore Port Council there was entertainment and dancing to two bands aboard the *M/V Port Welcome* on the waters of Chesapeake Bay. Soft drinks, beer and set-ups were also provided without charge and a fine time was had by all.

This year's gala convention banquet was held in the Presidential Room of the Statler-Hilton following a pre-dinner cocktail party. Continuous music was played by Danny LeRoy's orchestra and entertainment was provided by comedian Archie Robbins and the versatile Ginny Tiu Family, graduates of television's Ed Sullivan Show.

Another well-attended social event was a trip on Saturday to Piney Point, Maryland, future recreational and training facility of the SIUNA, some 60 miles outside of Washington. The SIUNA hosted its guests at luncheon and dinner and provided a band for dancing pleasure well into the night. During the afternoon many of the visitors took advantage of the large pool area for swimming and sunning.

As in years past, Chairman Ed Mooney of the Convention Social Activities Committee was on hand to ensure that delegates enjoyed themselves during their leisure moments. The Hideaway Bar was open nightly throughout the convention and also on Sunday afternoon for use by convention delegates and guests.

# Administration's Shipping Policies Rapped at Maritime Trades Meeting

WASHINGTON—The AFL-CIO Maritime Trades Department has indicated that the Administration's continuing negative policies regarding maritime may lose for President Johnson the support of maritime labor in the 1968 election campaign.

The warning came at a regular weekly MTD luncheon meeting in remarks by Peter M. McGavin, MTD Executive Secretary and Russell K. Berg, President of the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.

Berg told MTD delegates, however, that his information indicates pressure for approval of the Boyd proposals is coming down from President Johnson. "The threat has come down" to the Congress that unless it passes a maritime program based on the recommendations being propounded by Secretary Boyd, including the placing of the Maritime Administration within the Department of Transportation and a build abroad provision, any other maritime program will face "a Presidential veto," Berg said.

"I just can't believe Alan Boyd would wield this kind of a stick," Berg commented, hinting that the real support for Boyd's proposals is coming from the White House.

McGavin agreed, pointing out that even though maritime labor has made amply clear its opposition to the Boyd proposals "yet President Johnson keeps designating Boyd as his maritime representative instead of the acting Maritime Administrator."

"President Johnson likes politics," McGavin continued. "He had better start showing he likes labor. He is coming up in 1968 too, and he had better quit fooling around . . . and start doing something for the merchant marine, or we will have to show him that we mean business too. . . . In 1968 we hold a very good stick of our own for us to show we mean business."

Growing Congressional opposition to the Administration-supported Boyd proposals was exemplified in the remarks of Representative Joshua Eilberg (D-Penn.), who addressed delegates to an MTD-sponsored meeting.

Voicing strong opposition to those Administration spokesmen who are advocating building vessels overseas, Eilberg commented "the trouble with the plans of the people in the Administration to

## Right-to-Work Law Is Bush League; Says Baseball GM

PHOENIX, Ariz. — Arizona's "right-to-work" law may be keeping Phoenix a bush league city. The suggestion didn't come from a union leader. It was made by the general manager of the Phoenix Giants baseball club, Rosy Ryan.

The sports editor of the Arizona Republic tried to find out why San Diego is being talked about for big league status while Phoenix is generally passed over.

"We're a 'right-to-work state,'" Ryan commented, "and in such situations you usually find the public doesn't have as much to spend on entertainment as it does in states where labor is strong."

build ships in foreign yards is that they just plain refuse to look at the entire picture."

If the Administration program for foreign building is adopted the capability of protecting our de-

fense and economy will be severely destroyed, Eilberg said. "We've got to protect the entire maritime industry by implementing the Merchant Marine Act of 1936," he urged.

## Key Excerpts of Remarks At SIUNA Convention

(Continued from Page 3)

men will begin seeking employment shoreside (which could place) America in the eventual position of having to rely on Russian ships to carry U.S. domestic cargo. . . . There are Senators and Congressmen who understand your problems and will fight for a stronger merchant marine, and all we ask of you is to keep punching."

**Edwin Hood, President, Shipbuilders' Council of America**—Speaking on divided opinions within the maritime industry regarding foreign shipbuilding: "Some ship operators and some seagoing unions have lately indicated they would 'rather switch than fight' for what was understood to be their beliefs. They have cast their lot with Secretary of Transportation Alan Boyd . . . who, along with Nicholas Johnson (former Maritime Administrator), was the target of their criticism when he was trying to promote the infamous Interagency Maritime Task Force Report two years ago . . . their convictions were apparently of a transient and shallow nature."

**ALAN S. BOYD, SECRETARY OF TRANSPORTATION**—Speaking of his department's research on transportation coordination: ". . . relatively little moves today on just one mode of transportation . . . little in the way of cargo that moves just by rail, just by truck, just by air, or just by sea. And the cost of transportation is in many cases largely related to the problems of moving from one kind of transportation to another, from the interchange point. . . . There is some cargo, obviously, that moves from the ship into pipelines, or directly into a refinery, or a mill or something like that, but most of the cargo moves over the dock either from rail and truck or to rail and truck . . . we think there is an opportunity here to improve efficiency (and) lessen the cost of moving things from one mode of transportation to another. If that happens . . . it will cost the shipper less and provide more business for the transportation companies. . . ."

**James J. Reynolds, Under Secretary of Labor**—"I am always glad to appear before a group such as the SIU. Although we may have our differences, I am a strong supporter of the merchant marine and of a new, progressive program to properly promote it."

**James W. Gulick, Acting Maritime Administrator**—Speaking on the need for all segments of the maritime industry to "work together": "We must hammer out a program that will give us the necessary ships of the type required to do the job. We must put an end to the bickering for it will get us nowhere. You can point the finger of blame until that finger falls off, but doing so will put no new ships on the ways . . . will not revive shipping . . . will (not) put one more pound of cargo in American bottoms . . . None of us can do it alone, and even together we will head into rough waters. But it can be done, and for the good of the American merchant marine it must be done."

**Senator E. L. Bartlett (D-Alaska)**—Speaking as the chairman of the Senate merchant marine sub-committee now holding hearings on the build abroad proposal: "I don't think it would be appropriate for me to stand here and tell you exactly what I am for and what I am against, in respect to the Boyd proposal . . . but . . . I can say and will say . . . I am utterly against . . . The FDL program. It seems to me that . . . a fraction of this money, poured into a modern merchant marine would benefit the Department of Defense and build up our commercial fleet. Nor do I see taking the few wrecks, for most of them are, from the reserve fleet and seeking to modernize them. . . ."

**Representative Hugh Carey (D-N.Y.)**—"All of the things you stand for are good for this country. We can't remain the strong nation we are without a strong merchant marine. The Aqaba incident proved that none of the countries friendly to us were eager to back us up on the question of freedom of the seas. We must go it alone and be able to go it alone."



# Healthier, Happier Oldsters Hail Medicare's First Year

WASHINGTON — The Social Security Administration will have paid out more than \$3 billion in medicare benefits by completion of the program's first year at the end of June, Social Security Commissioner Robert M. Ball reported.

However, 43 per cent of the country's physicians still insist on billing their patients for services instead of taking assignments for direct payment by the government, he added.

The program paid a total of \$2.4 billion for hospital care and services for more than 5 million admissions involving about 4 million patients, Ball said, and some \$640 million for medical services, primarily those of physicians, under the voluntary medical insurance phase of the program.

"Older people have received from 15 to 20 per cent more in-patient hospital services during this period," he said.

"The lives of some elderly people have been improved, and in many cases prolonged, because of this program. It is hard for me to measure the great improvement in the quality of life for an older person brought about by the removal of a cataract, the repair of a hernia, or other surgery or corrective therapy, but it is there and in a substantial amount, and it is attributable to medicare. . . .

"Because of this program many more elderly Americans have been able to get hospital care with the dignity that goes with the ability to pay. For many the choice of hospital has, for the first time been broadened to include the best."

Ball pointed out that when a physician agrees to take an assignment for his fee, he agrees also to accept as full payment the "reasonable charge" determined by the disbursing agency. Some physicians have refused to accept assignments from medicare patients under any circumstances, he said, even when the patient has to borrow to pay the physician before he can be reimbursed under the program.

About 57 per cent of all physicians accept assignments "at least part of the time," Ball said, conceding there can be "a serious problem" for the patients of the remaining 43 per cent. The picture varies in different parts of the country, he added, but is worst in Ohio, where 77 per cent of all physicians bill the patient.

Since extended care services for convalescents after an illness became available last January 1, Ball reported, some 200,000 men and women have gone into nursing homes and 230,000 more received home health services insured under medicare.

Ball stressed the upgrading of health care benefits for all Americans which he said was taking place as a result of the quality standards established by medicare. All but 2 to 3 per cent of the nation's hospitals participate in the program and have accepted the standards, he said, as have more than 4,000 extended care facilities, 1,800 home health agencies and 2,450 independent laboratories.

"Another important way in which medicare has improved the quality of health care," Ball said, "is that in conformity with the Civil Rights Act . . . in many communities . . . minority group members for the first time now have access to high-quality care."

## LABOR ROUND-UP

Matthew J. Burns, retired president of the former Paper Makers, now part of the Papermakers and Paperworkers, died in Albany, New York following a minor operation. He was 79. A native of Appleton, Wis., he joined Local 20 in 1903, became an international organizer in 1920 and the following year was elected secretary-treasurer, holding the office for six years. He was elected president in 1930, served until 1939, and was elected again in 1943, retiring after four years. Surviving are two sons and a daughter.



The Baltimore Teachers Union whipped the Public School Teachers Association for the exclusive right to represent 7,800 public school teachers. AFT Local 340 won by a tally of 3,664 to 3,330 for the local affiliate of the National Education Association, with 231 voting no union. The NEA group, a long dominant teacher spokesman in Baltimore, had a 4-1 membership edge which vanished in the secret ballot vote conducted by the American Arbitration Association.



Some 300 nurses' aides in New York City hospitals will be trained as licensed practical nurses

under a new labor-management program funded by the U.S. Department of Labor. Designed to meet a shortage of skilled licensed nurses, the program was developed by State, County and Municipal Employees Local 420 of District Council 37 and approved by the City Department of Hospitals. The training program is an experimental one requiring the cooperation of several other agencies including the New York Board of Education and the Medical and Health Research Association.



Five groups of 20 young men each will be trained as apprentice-entry machinists and tool and die makers by Machinists District 71 in Kansas City, Mo., under a Labor Department on-the-job training contract. The district will seek recruits from Neighborhood Youth Corps graduates who have high school diplomas or state certificates of equivalency. They will be given 12 weeks of pre-apprenticeship classroom instruction coordinated by the IAM Joint Apprenticeship Committee and the State Vocational Educational Office, followed by 20 weeks of apprentice-entry on-the-job training in shops in the Kansas City area.

## "The Full Protection of the Law"



Deep in the Lone Star State another traditional American myth has bitten the dust.

The Texas Rangers, traditionally depicted as fearless defenders of the poor and oppressed, have had their image gunned down by the cold glare of nationwide publicity, and have emerged as nothing but tin-badgewearing, gun-toting scab-herders.

From rounding up rustlers they have turned to harassing striking Mexican-American farm workers, and from supporting truth and justice they have turned to aiding greedy farm owners to suppress the legitimate attempts of Texas farm workers to better their condition.

Perhaps the nation has become accustomed to the pictures of California and Florida State Troopers forcibly breaking up farm workers' picketlines and doing violence to picketing women and children. But State Troopers did not have the same veneration in the American mind as the Texas Rangers—and so the truth did not come as such a great shock.

### Looking Ahead

Having just concluded one of the most far reaching and forward-looking conventions in its history in Washington, D.C., the Seafarers International Union of North America can look back on a constructive session at which the assembled delegates, representing the more than 85,000 members of the SIUNA family, faced and dealt with the many problems confronting the maritime industry and labor in general.

The delegates, in two of their most important and significant resolutions, re-emphasized their support for the creation of an independent Maritime Administration and a resounding call was issued for new ships

But the evidence is ample and clear and cannot be denied. Worse still, not only have the club-swinging Rangers been exposed by the recent revelations, but areas of the Texas judicial community as well. Not only were the Rangers shown to be less than impartial in their role as law-enforcers, but certain Texas judges stand condemned of extra-legal practices such as holding jailed union organizers without bond and not bringing them to prompt trial once charged.

The tactics are as old as the labor movement and the motives unmistakable—to break a strike you bust up picketlines, intimidate workers, herd scabs into the fields, arrest union organizers and rank-and-file leaders and hold them incognito until the harassed and leaderless strikers capitulate.

In the long run, however, the Texas Rangers will have as little success in thwarting the legitimate goals of the American farm workers as the State Troopers have had.

Respect for the Texas Rangers has already been destroyed—but respect for the Texas farm workers has just begun to grow.

that will be built in American shipyards, manned by American seamen and sailing under the U.S. flag.

The convention delegates did not restrict themselves solely to maritime industry problems. Issues of concern to labor as a whole, such as the blatantly anti-labor proposed compulsory arbitration legislation were also considered by the delegates.

However, in the final analysis, the efforts of the maritime labor and of the entire labor movement must be matched by an enlightened and perceptive view on the part of government if anything is to be accomplished.





SAM MEYERS  
Retail Clerks International



REP. EMANUEL CELLER  
New York



WILLIAM KIRCHER  
Dir., AFL-CIO Organizing



SIUNA President PAUL HALL (left) chats with (L-R) Secretary-Treasurer AL KERR, AFL-CIO President GEORGE MEANY and SIUNA Vice President MORRIS WEISBERGER.



REP. ROBERT NIX  
Pennsylvania



Convention delegates register prior to first day's session.

PHOTO STORY

# 13<sup>th</sup> SIUNA Biennial Convention

**T**HE Thirteenth Biennial Convention of the Seafarers International of North America, AFL-CIO, was a busy week of activity on matters of concern for the delegates representing the more than 85,000 members of the 35 affiliated district and local unions of the International. During the course of the convention, which was held in Washington from June 21 through June 27, the delegates acted on a wide range of issues and mapped policy to be pursued in the next two years. These issues affect the welfare of the memberships of the SIUNA family of unions, the labor movement generally and the Community as a whole. During the sessions the delegates were addressed by a number of key figures in the Federal government, the Congress and the trade union movement. Details of the convention actions and other highlights of the week's activities are contained in stories to be found elsewhere in this issue of the SEAFARERS LOG. On these pages are photos of some of the delegates, speakers who addressed the sessions, and other pictorial highlights



WALTER DAVIS  
Dir., AFL-CIO Education Dept.



JOSEPH KEENAN  
Secretary-Treasurer, IBEW



NAT GOLDFINGER  
Director of Research, AFL-CIO



REP. EDWARD GARMATZ  
Maryland



REP. JOSHUA EILBERG  
Pennsylvania



STEVE EDNEY  
Cannery Workers of Pacific



GEORGE MEANY  
President, AFL-CIO



ALAN S. BOYD  
Secretary of Transportation



JERRY WURF  
President, AFSCME



DON SLAIMAN  
Dir., AFL-CIO Civil Rights



Some of the staff delegates of convention were these three representatives of the SIU of Puerto Rico.



FRED FARNEN, SIU Great Lakes District Secretary-Treasurer and SIU of Canada LEONARD J. (RED) McLAUGHLIN between sessions.





SIU Petroleum Pres. JAY WINTER (right) presents honorary membership cards to SIU Pres. HALL, Sec.-Treas. KERR and Intl. Rep. TOM MEYER. Looking on are IUPW delegates WILLIAM BRANDT and ED FARMER.



SEN. E. L. BARTLETT  
Alaska



REP. JOHN DENT  
Pennsylvania



STEVE LESLIE  
Marine Division, IUOE



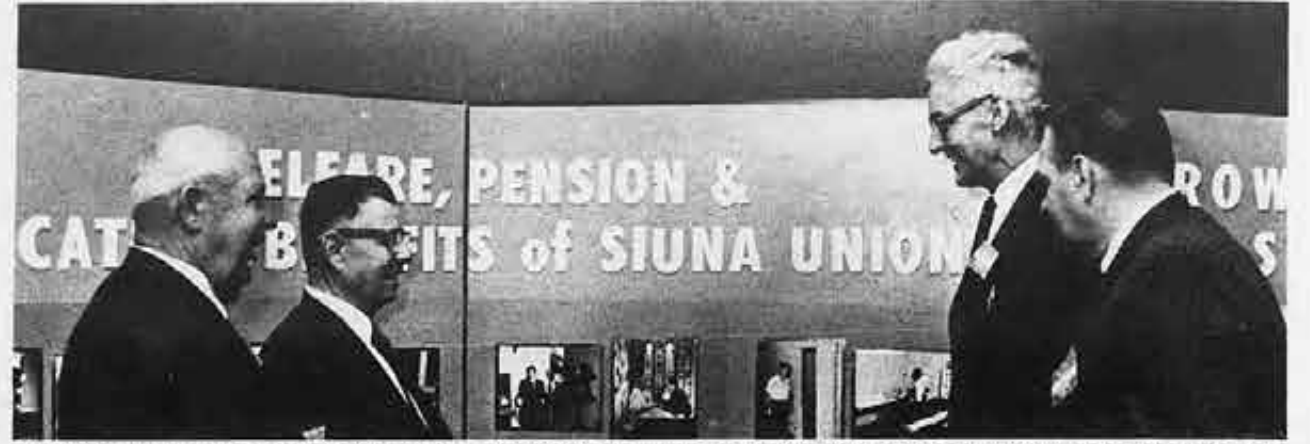
BRANDON TYNAN  
Marine Staff Officers



REP. CHARLES JOELSON  
New Jersey



REP. JACK EDWARDS  
Alabama



One of the most popular displays at convention was exhibit of pension and welfare benefits won by SIUNA unions for their members. Panels showed photos of complete medical services available.



SIUNA Executive Board met during convention proceedings and charted the future course of the Union. Members on Board include representatives from SIUNA-affiliated unions.



LES DENNIS  
President, Railway Clerks



REP. JOSEPH ADDABBO  
New York



REP. DONALD IRWIN  
Connecticut



REP. GERALD FORD  
House Minority Leader



LESTER BALINGER  
Cannery Workers, San Diego



Convention delegates included SCOTTY AUBUSSON and ROY BOUDREAU from SIU Great Lakes District and A&G representative STEVE TROY.



EARL SHEPARD  
SIU-AGLIW District



AUSTIN SKINNER  
New Bedford Fishermen



REP. HOWARD POLLOCK  
Alaska



REP. JONATHAN BINGHAM  
New York



ANDREW BIEMILLER  
AFL-CIO Legislative Dir.



Pres. HALL and Gulf District Vice-President LINDSEY WILLIAMS greeted Representative HALE BOGGS of Louisiana, House Majority Whip.



REP. PETER RODINO  
New Jersey



Taking a breather between sessions were delegates (L-R): JOHN STATHIS, MCS; WILDER SMITH, MCS; BERT LANPHER, Staff Officers; and JIM DOOLEY of SUP.



ANTHONY SCOTTO  
Vice-president, ILA



JOE LEWIS  
Dir. AFL-CIO Un. Label Dept.



REP. JOSEPH KARTH  
Minnesota





Getting together just prior to opening of first day's opening convention session were FRED FARNEN of the SIU Lakes District (left) and AL KERR of the A&G District.



REP. ROBERT GIAIMO Connecticut



BERT SEIDMAN Dir., AFL-CIO Soc. Security



REP. HENRY HELSTOSKI New Jersey



PETER MCGAVIN Maritime Trades Dep't.



JAMES REYNOLDS Under Secretary of Labor



BERT LANPHER Staff Officers



SIU A&G delegate LEON HALL hits the deck during convention proceedings. Delegates acted on wide range of resolutions during week-long sessions.



RICHARD LIVINGSTON Secretary, Carpenters



AFL-CIO Secretary-Treasurer WILLIAM SCHNITZLER is greeted by Pres. Hall as he steps to rostrum to address delegates.



REP. JOHN MURPHY New York



STEVE HOINSKY Seine & Line Fishermen



REP. THOMAS PELLY Washington



RICHARD WALSH President, Stage Hands



ROBERT MATTHEWS SIU-AGLIW Dist.



AL BARKAN Dir., AFL-CIO COPE



GEORGE DIXON ILA, Mobile



Chatting outside convention hall are JERRY POSNER, MCS; JOHN FAY, A&G; HENRY LeCOMPTE, SIU of Canada; DON ROTAN, MCS; and ED MOONEY, A&G.



Many committee meetings were held throughout the convention. Above is meeting of the Civil Rights Committee which was chaired by ED TURNER of the MCS.



SEN. DANIEL BREWSTER Maryland



REP. FRANK BRASCO New York



LINDEY WILLIAMS SIU-AGLIW Dist.



GEORGE JOHANSEN Alaska Fishermen



J. S. WINTER SIU Petroleum Workers



JOSEPH LEAL Secretary, MSTU



Model of ship that was key to hard-fought SIU organizing drive is viewed by delegates MATTY STUCCHIO, UIW (left) and RAY BOUDREAU, Great Lakes Dist.



PAT SULLIVAN ILA, Great Lakes



ED TURNER Marine Cooks and Stewards





Conference during convention break was held by SIUNA vice presidents (L-R): WILLIAM JORDAN, MFOW; FRANK DROZAK, AGLIWD and RAUL VINCILLIONE, IBU Pacific.



REP. JAMES HANLEY  
New York



REP. JOSEPH MINISH  
New Jersey



Representing SIUNA Cab Drivers were QUINCY NICHOLS, St. Louis DUOC, and MIKE JAKUBOWSKI, Chicago DUOC.



LEO PERLIS  
Dir., AFL-CIO Com. Service



Guests at SIUNA convention included (L-R): HURLEY PORTER, ILA; PAT SULLIVAN, ILA Buffalo and HARRISON TYLER, ILA Buffalo, shown here talking to Pres. HALL.



FRED FARNEN  
Great Lakes District



MORRIS WEISBERGER  
Sailors Union of Pacific



REP. DOMINICK DANIELS  
New Jersey



Rep. EDWARD GARMATZ of Maryland, Chairman of the House Merchant Marine and Fisheries Committee, is welcomed by Pres. HALL.



REP. LEONARD FARBSTEIN  
New York



MERLE ADLUM  
Inland Boatmen of Pacific



BILL JORDAN  
Marine Firemen



ANDREA GOMEZ, International Vice President Emeritus, administers the oath of office to the officers elected by delegates at the concluding session of the convention.



REP. CHARLES WILSON  
California



C. J. HAGGERTY  
Pres., Building Trades



REP. LESTER WOLFF  
New York



REP. HALE BOGGS  
House Majority Whip



SIU of Puerto Rico delegation met during convention to discuss many of the problems encountered by maritime and other workers in Caribbean area.



REP. WILLIAM MAILLIARD  
California



Some of the members of the Credentials Committee are shown with Chairman BERT LANPHER (seated, second from right).



JAY LOVESTONE  
Dir., AFL-CIO Int'l Affairs



Issue of SEAFARERS LOG containing early story and photos of convention was distributed to delegates. Other Union publications were also available.



## The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The SIUNA's 13th Biennial Convention held in Washington, was in our opinion, the best convention we of the Great Lakes District have ever attended. Delegates and committees worked hard up to the last minute.

The SIU-GLD has many challenges to face during the next two years. We expect to resume negotiations with the Checker Cab Co. in order to get a contract for our people in Local 10. We have negotiations pending with Ann Arbor Railroad and hope to get the go-ahead from the NLRB, concerning the Pickands-Mather Fleet.

Pledge cards and letters from P-M seamen keep coming in. Many of them display disappointment at learning that Steelworkers Local 5000 had intervened and jumped on the ballot.

Shipping is steady in Detroit, but entry ratings are finding permanent jobs difficult to obtain.

### Cleveland

The *Medusa Challenger* became the latest vessel to join the SIU fleet with a christening in this port. A large crowd was in attendance.

Shipping has slowed down some, but AB's and FOW's can still find a job.

### Alpena

The *E. M. Ford* had to fit out recently. Crewmembers were flown from Alpena to Chicago so the ship could depart on schedule. Shipping remains steady in this port and we are filling most of the jobs called into this port.

## SIU Fishermen Ink New Pact

**NEW BEDFORD** — The SIUNA-affiliated New Bedford Fishermen's Union has signed a new agreement with the Seafood Producers Association, thus ending the Union's 17 day strike against the boat owners' group. NBFU President Austin B. Skinner hailed the new agreement a "probably one of the best contracts ever negotiated with the boat owners."

The Union struck the boat owners' group on June 1 after 11th-hour contract talks resulted in a lack of honest collective bargaining on the part of the association. Negotiations had been underway since April 22, and NBFU fishermen had voted 334-74 to strike if a new contract settlement was not reached.

The basic issue in the negotiations was Union demands for a reduction in the expenses of a trip chargeable to the crew. In clauses in the new contract eliminating certain deductions from the crew's share of the catch, and instituting maximum deductions chargeable to the crew for fuel and lubrication oil, which achieved the fishermen's major contract goals, the NBFU members also won:

Increased Welfare and Pension Fund benefits; Institution of a Safety Committee; Increases in compensation for work done ashore; Increases in rest time ashore between trips; Revision of the Grievance Procedure; and changes in the contract language which was not in the best interests of the Union's rank and file membership.

### Duluth

The steamer *Otto Reiss* ran aground and suffered possible shoe and rudder damage while backing out of the Itasca grain elevators. The grain cargo is being removed and the vessels will undergo repairs. We hope the ship will be back in action soon.

## Summary of Resolutions Acted on by Delegates

(Continued from page 3)

**Standards**—Expressed complete support for efforts to reorganize and fundamentally improve the unemployment system under a single Federal program to eliminate the hardships often imposed by conflicting state standards. Pending such reorganization, delegates endorsed national legislation providing basic minimum standards with regard to benefit levels, duration of benefits, coverage, eligibility, disqualification, and genuine tripartite representation on boards and committees—as well as special coverage and adjustment programs for the long-term unemployed.

**Organizing the Unorganized**—Delegates pledged to intensify efforts to organize the unorganized workers of the maritime and allied industries, and to give full support to AFL-CIO efforts to bring the benefits of trade unionism to farm workers and sweatshop workers generally as well as to workers in the newer occupations and industries of our society.

On other issues, the delegates:

- Urged a continued struggle to assure the civil rights of every American citizen. Noting that despite substantial progress over the past several years problems still remain and racial discrimination affects the very social fabric of the nation, delegates called for equality and justice in the courts, greater protection for those exercising their civil rights, a solution to our housing problems that will enable every American to have a decent home of his choice and making rights meaningful by dealing fundamentally with the problems of poverty.

- Urged full support for passage of House Bill No. 427 in the Ohio General Assembly to end the grave injustice which is caused by the exclusion of Great Lakes seamen from proper coverage for unemployment compensation during the winter months under present Ohio law.

- Urged that a qualified Purser Pharmacist Mate be included in the manning scale of every cargo and tanker vessel of the American Merchant Marine, so that seamen on these vessels may receive competent and adequate medical care and attention in

# SIUNA Convention Delegates Act On Wide Range of Labor Issues

(Continued from page 3)

"The press, the radio and television in this country is missing a great opportunity to make a contribution to the solution of many problems that face the American people."

Representative Edward A. Garmatz (D-Md.) told delegates to the convention that Congress has still not heard from the Administration about its long-promised new maritime policy, and noted that "the wheel of progress has apparently stopped turning" as far as the formulation of a new Ad-

ministration maritime policy is concerned.

"It looks as though Congress will be forced to take the initiative," the Chairman of the House Merchant Marine Committee said. "The time has come for a concerted effort by both Houses."

Noting discussions he has already had with Senate Commerce Committee Chairman Warren Magnuson (D-Wash.) and Senator E. L. Bartlett (D-Alaska), Chairman of the Commerce Committee's Merchant Marine Subcommittee, Garmatz said:

"We have agreed to coordinate our efforts and our activities. And we intend to formulate and implement our own positive maritime program. We intend to salvage the sinking American merchant marine, to set it back on a true course, and to restore it to its rightful role as a dominant force in America's commerce and national defense."

Representative Gerald R. Ford (R-Mich.) pointed to the present Mideast crisis as just the latest example of the need for a strong, efficient American merchant marine, capable of handling our worldwide military logistics need.

"If this need is not recognized by the Administration, we face the distinct possibility of being driven off the seas by the middle 1970's," he warned, adding "I am therefore terribly disturbed by the present Administration's head-in-the-sand attitude toward this problem."

Representative Ford also came out strongly for the creation of an independent Maritime Administration, noting that history has shown that the American merchant marine has suffered whenever maritime affairs have been delegated to a government department or agency not directly concerned with the well-being of the merchant fleet.

### 'Time Running Out'

Representative William S. Mailiard (R-Calif.) was among the many speakers indicating an awareness that "time is running out" for the American merchant marine, and that a progressive maritime policy must be worked out in the very near future if the United States is to have any sort of adequate maritime capability in the future.

Noting the long decline of the American merchant marine and the increasing demands being placed on our decimated fleet by the Vietnam emergency and periodic crises such as the Arab-

Israeli conflict, Senator Daniel B. Brewster (D-Md.) urged immediate action to rectify the situation. His recommendations included:

Creation of an independent MARAD; Congressional authorization of MARAD funds; a vastly increased ship replacement program; strict adherence to the Cargo Preference Act; tax incentive programs for unsubsidized operators; a broader research and development program; and an expansion of liner service under federal assistance in keeping with our foreign trade obligations.

A strong, healthy merchant marine built in the United States and manned by American seamen was called for by Representative Hale Boggs (D-La.), who termed it something of a miracle that the United States has so far been able to meet its commitments in Southeast Asia with the "obsolete ships" that have been operating.

In his report to the convention, SIUNA President Paul Hall said:

"A good job has been done in organizing. We are constantly growing. Nevertheless we need a program to help us through a period of even greater growth in the time ahead."

Hall said that affiliates must continue to participate in the work of the Maritime Trades Department and in the various maritime port councils throughout North America.

The SIUNA president outlined the progress made by the International since the last convention and detailed a number of suggestions for increasing the effectiveness of the organization in behalf of all of its affiliated unions.

In the final action of the 1967 convention, delegates unanimously re-elected Paul Hall as SIUNA president. Re-elected to the post of secretary-treasurer was Al Kerr.

Elected as vice-presidents were: James Ackert, Boston; Lester Balingier, San Diego; Everett Clark, Chicago; Frank Drozak, San Francisco; Steve Edney, Los Angeles; Fred Farnen, Detroit; Gil Gauthier, Montreal; George Johansen, Seattle; William W. Jordan, San Francisco; Burt E. Lanpher, New York; Joseph Leal, San Francisco; Leonard J. McLaughlin, Montreal; Earl Shepard, New York; Austin P. Skinner, New Bedford, Mass; Keith Terpe, San Juan; Ed Turner, San Francisco; Raoul Vincillione, San Francisco; Morris Weisberger, San Francisco; Lindsey Williams, New Orleans; J. S. Winter, Bakersfield, California.

### SIU WELFARE, VACATION PLANS

May 1 - May 31, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	6,492	\$ 67,377.25
Death Benefits	30	65,771.37
Disability Benefits	1,001	175,175.00
Maternity Benefits	28	5,416.55
Dependent Benefits	499	101,016.91
Optical Benefits	307	4,512.44
Out-Patient Benefits	4,762	38,096.00
Vacation Benefits	1,663	696,311.62

**Total Welfare, Vacation Benefits Paid This Period** . . . . . 14,782 \$1,153,677.14



# DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

June 16 to June 29, 1967

## DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
	Boston	7	2	4	0	0	18
New York	66	40	41	23	12	256	95
Philadelphia	14	20	18	6	19	14	12
Baltimore	27	16	23	9	5	104	61
Norfolk	12	12	11	4	14	35	16
Jacksonville	8	3	5	4	13	16	11
Tampa	13	7	8	7	4	11	3
Mobile	33	16	8	3	1	80	23
New Orleans	59	48	43	40	12	127	70
Houston	34	29	20	16	8	154	104
Wilmington	3	4	8	3	13	27	2
San Francisco	30	68	16	44	22	68	18
Seattle	30	13	14	13	14	60	9
<b>Totals</b>	<b>336</b>	<b>278</b>	<b>219</b>	<b>172</b>	<b>137</b>	<b>970</b>	<b>427</b>

## ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
	Boston	2	2	1	2	4	7
New York	69	46	24	24	26	159	79
Philadelphia	18	6	11	5	6	18	8
Baltimore	19	13	13	8	9	70	43
Norfolk	9	7	2	6	7	19	20
Jacksonville	7	2	8	6	5	7	8
Tampa	3	3	4	5	1	7	1
Mobile	24	12	11	3	8	30	20
New Orleans	53	48	32	37	13	74	82
Houston	21	12	19	20	12	106	85
Wilmington	8	9	7	11	14	20	3
San Francisco	19	70	15	53	13	39	16
Seattle	21	7	9	4	21	25	6
<b>Totals</b>	<b>273</b>	<b>237</b>	<b>156</b>	<b>184</b>	<b>139</b>	<b>581</b>	<b>371</b>

## STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
	Boston	2	1	1	0	3	11
New York	47	13	30	5	7	162	56
Philadelphia	9	12	4	3	19	17	12
Baltimore	17	8	12	4	4	72	37
Norfolk	6	9	2	7	7	18	20
Jacksonville	4	0	3	1	16	16	4
Tampa	2	0	3	3	7	8	1
Mobile	22	3	8	0	2	60	13
New Orleans	40	48	34	36	13	107	82
Houston	28	14	16	8	13	94	76
Wilmington	14	4	10	4	9	14	2
San Francisco	25	3	13	9	32	40	29
Seattle	19	13	8	8	16	33	7
<b>Totals</b>	<b>335</b>	<b>128</b>	<b>143</b>	<b>88</b>	<b>148</b>	<b>652</b>	<b>341</b>

# YOUR DOLLAR'S WORTH

## Seafarer's Guide to Better Buying

### The Used Car Fraud

Does that polished-up used car sitting on the car lot you visited the other day really have only 30,000 miles on it as the odometer says?

There is increasing evidence that some used-car dealers do turn back the odometer, and—depending on local laws and officials' attitudes—the authorities may not be able to do anything about it. In some cases they may not even be willing to try.

In one Eastern metropolitan area recently a man sold his old car to a used-car dealer. It had 96,000 miles on it. Subsequently his son noticed the car all spruced up on the lot. Out of curiosity he looked at the odometer. It read 36,000 miles. The former owner called the local weights and measurements department to complain about this deception. The officials said nothing could be done about it. As they interpreted the local laws, there was no deterrent to turning back an odometer.

The practice seems prevalent enough so that in several states recently, bills have been introduced into legislatures, and state agencies have warned about this practice. In New Jersey, the Consumers League there has endorsed pending legislation providing for regulation and inspection of used-car odometers.

In Massachusetts, the Consumers' Council has warned the public to "watch out for phony mileage"; also purported bargains which may have been taxis or rental cars, police cars, or fleet cars. Sometimes these may be sold as so-called "executive cars."

Used-car dealers are fighting the prospect of odometer regulations. One dealer told an Eastern county official, "You'll ruin us." Dealers also argue that if they can't turn back odometers

they can't pay owners as much for their used cars. Besides, they say, if they don't do it, the owners will anyway.

Used cars are big business. Two out of three cars sold are used. There's nothing wrong with buying a good used car if you buy it from a reliable dealer who really has his own service department to back up his claims of reconditioning. A fairly late model in good condition saves you the high depreciation of the first two or three years of new-car ownership.

But people who buy from high-pressure dealers who feature very low down payments or none at all, can take a beating. They get beat on the car itself, on the insurance they buy with it, and on the finance charges. Often they pay hundreds of dollars only to see the car repossessed and their wages garnished to pay a deficiency balance and legal costs.

In Cook County, Illinois, Jerome Schur, Special Assistant to Circuit Court Chief Judge John Boyle, analyzed the finance charges on 164 used-car contracts on which judgments had been filed. The average was the equivalent of 31 per cent a year true interest. One out of seven charged 50 to 100 per cent true interest and five were 104, 135, 144, 155 and 283 per cent.

Even the cash prices sometimes seemed to exceed the cars' real value, such as \$1138 for a five-year old Rambler, and \$395 for an 11-year-old Mercury. There was evidence that by the time the cars were repossessed the buyers already had paid the real worth. They had made an average downpayment of 21 per cent of the inflated prices and some monthly payments. But after down payment, monthly payments and repossession, the average buyer still owed 55 per cent of the cash price, Schur found.

# The Gulf Coast



by Lindsey Williams, Vice-President, Gulf Area

American Bulk Carriers recently converted the T-2 tanker Midlake into a 34,000-ton vessel.

Two old friends of New Orleans Seafarers were honored recently for their fine work. Harry X. Kelly, former president of Delta Steamship Lines received an honorary lifetime membership card from the New Orleans Board of Trade, Ltd.

The Very Reverend Thomas A. McDonough, Director of the Apostleship of the Sea for the New Orleans Archdiocese, was cited by the National Apostleship of the Sea for his nearly 20 years of service in the sea ministry. He has been Chaplain in the port of New Orleans for the past 23 years.

### NEW ORLEANS

Robert Callahan is on the beach after a long stay as AB aboard the Del Norte. After a vacation, he wants to continue on the Delta South American run.

Jake Cuccia is ready to ship out after recovering from an illness. His last job was on the Del Sud as second steward. Jake would like a Far East voyage.

William Folse, Al Tocho, Tony Rodriguez, Richard Chiasson, and Arturo Valiente were seen around the hall after a trip on the Del Sud. That ship recently took on

30 replacements for her next sailing.

### MOBILE

Charles N. Bailey, a 25-year man, is registered and looking for an AB's job. He last made the Beloit Victory.

Herbert Lonczynski's last job was AB aboard the St. Lawrence. "Dutch" is a 20-year man.

James (Scotty) McKreth is on the beach, recuperating from an ear ailment. He's home in Biloxi after sailing on the Columbia. George Saucier, a long time member of the SIU, is registered again after completing an oiler's job aboard the Hastings.

### HOUSTON

Shipping has slowed up but the outlook for the future looks good. In transit are the Alcoa Commander, Walter Rice, Yaka, Summit, Citadel Victory, Steel Navigator, Del Aires, Del Sol, Eagle and Voyager. We will crew up two ships in this area.

# SIU Pursers Union Graduates First Pharmacist-Mate Class

NEW YORK—The SIUNA-affiliated Staff Officers Association has successfully climaxed its four-year campaign to reinstitute the rating of pharmacist-mate aboard American flag ships.

At graduation ceremonies at the U.S. Public Health Service Hospital in Staten Island, N.Y., on June 28, the first class of the Union's pharmacist mate training program received Public Health Service certificates and Coast Guard endorsements as Purser-Pharmacist Mate. The awards marked the completion of a nine-month training course for the 26 pursers union members given at the Staten Island hospital under the Staff Officers program.

The lack of adequate and needed medical care for merchant seamen prompted Bert Lanpher, SOA secretary-treasurer and a vice-president of the Seafarers International Union of North America, to launch a campaign in 1963 to win government approval for the purser-pharmacist mate rating. The SIUNA convention in that year voted full support to the objective of its pursers union-affiliate.

SIUNA President Paul Hall, speaking at the graduation exercises, said that the performance of the first class in the new shipboard rating was most significant. "The future of this program and activity is riding on the backs of these men," Hall said.

Hall paid tribute to the Staff Officers union for the responsibility it displayed in establishing this vitally needed service on merchant ships and to the Union's members in implementing the precedent-setting program. "This development comes at a time of crisis in the merchant marine," Hall said, adding that the program's success in the field would be a major con-

tribution to the welfare of seamen.

The SIUNA president also paid tribute to the Public Health Service and its personnel for its achievements in the field of medical service. "Proper credit has never been given to this Federal institution for its great accomplishments," Hall said. "Without the Public Health Service medical care in this country would not be as advanced as it is," he added.

Lanpher said that all segments of the American merchant marine would benefit from the pharmacist mate training school. The principal beneficiaries of the program, he said, would be the seamen who man our nation's merchant ships.

Undersecretary of Labor James Reynolds said that pharmacist mates would make ships "a better place in which to work and live." He said that the Labor Department would be watching the progress of the school, which is scheduled to start its second class after Labor Day.

Also speaking at the graduation exercise was Dr. Thomas L. Shinnick, medical officer in charge of the Staten Island hospital, under whose supervision the pursers received their training, and Assistant Surgeon General Jerrold Michael, who called the pursers union school a model with a potential for extension to various federal programs on a national basis.



**Chief Officer  
Lauds Seafarers**

To The Editor:

I wish to give a vote of thanks and praise for a well done job of seamanship under the leadership of Bosun Malcon Woods on board the Monot Victory while the vessel was aground on North Reef of the Paracel Islands in the South China Sea, from May 16th to May 22nd.

The deck crew displayed excellent seamanship in aiding the Navy salvage crews, the master and myself in rigging up gear and discharging a thirty-nine-ton piece of cargo onto a barge in an open seaway, as well as other cargo.

Anchor was brought from the bow to a position off number three hatch to aid in freeing the vessel or checking it as she was pulled off by three tugs and the beach gear that the Navy had rigged out.

It was a pleasure, and a credit to the Seafarers International Union, to have aboard such men as Chester Just, Deck Maintenance; AB's James Grinnel, H. Hall, Billy Scott, J. Stokes, John Higgins, Glen Wells, and Ordinary Seamen M. Thomas, Thomas Reim and D. Farnsworth. They were all good, on the ball, and a credit to the union and to the American merchant marine. "Keep 'em sailing."

G. M. Keymer,  
Chief Officer



**Thanks Seafarers  
For Israel Support**

To The Editor:

Your splendid group of men who marched in the Israel Independence Day parade gave the bystanders a lift by seeing that your union is behind the State of Israel. These bystanders showed their appreciation by the applause they showered on the SIU contingent as it passed in review. Many thanks for your splendid cooperation.

Samuel Baws



**FDL Bill's Death  
Was 'Mercy Killing'**

To the Editor:

We came very close, recently, to being burdened by Secretary of Defense McNamara's brainchild, the Fast Deployment Logistics ship program. The House of Representatives passed a bill which would have permitted the Defense Department to contract for construction of four of the giant ships, but when the bill went to the floor of the Senate, that house refused to accept the FDL allotment.

The plan was first hatched in December, 1965. It called for an eventual fleet of about 30 FDL ships at a cost of from \$30 to \$50 million each. As I understand it, these vessels were to have been permanently stationed at sea for quick dispatch to trouble spots when needed. Like the Flying Dutchman, they would have sailed forever, being refueled at sea, never reaching port, except if fighting broke out. They would have carried a permanent cargo of varied military cargo, so that at least some of it could be used in any climate or terrain.

McNamara's FDL plan was so

patently absurd that its death was a mercy killing. Every American would have been immediately affected by the enormous cost—well over \$1 billion. It would have been all on the minus side of the ledger of the nation's economy. There would have been no returns, since the ships would not be used for carrying cargo from one port to another.

Wouldn't those billions be better spent building up our merchant marine? Not only would we have considerably more materiel carrying capability, and thus contribute more to any potential war effort, but we would be re-tooling a better than half-a-million-man industry, giving not only those men a much needed boost, but, by helping to improve our balance of payments position, helping the entire economy.

John Salasbury

**LETTERS  
To The Editor**

**'Build American'  
Says Congressman**

To the Editor:

I enjoyed the June 9 editorial from the Seafarers Log so much that I felt my colleagues would certainly benefit from reading it; and I have, therefore, included Mr. Hall's remarks in the Congressional Record. I thought perhaps you would like to know this and to have a copy of the Record.

I am sympathetic with Mr. Hall's feelings about building ships in foreign shipyards; and I shall do all I can to see that American ships are built here in this country—just as they should be.

It seems, however, that the Administration has developed a hard line in this regard, and changing its direction will be difficult. However, be assured that I will continue to do all I can in this area, as I agree with Mr. Hall's viewpoint wholeheartedly.

Henry C. Schadeberg  
Member of Congress  
1st District, Wisc.

**Build-Abroad Plan  
Scorned By Unions**

To The Editor:

Union leaders outside the Maritime Trade Departments are supporting the department's fight to have our ships built here. The other day I read that the executive vice president of the plasterer's union, Joseph Powers, said that the Administration's proposal to build United States merchant ships in foreign countries would hurt the nation's economy and jeopardize defense needs. He said that Secretary of Transportation Alan S. Boyd's plan would cost thousands of jobs and loss of business in steel and other industries.

All merchant seamen should remember that the fight to keep American shipyards working full steam ahead is their fight. If the Administration is successful in having our ships built abroad, the next step will be an attempt to have them manned by foreign seamen.

Lester O'Hare

**Seafarer's Act of Bravery at Sea  
Wins Award From Coast Guard**

At ceremonies aboard the Seamar in Baltimore Harbor, a Coast Guard letter of commendation was presented to Seafarer Jean Cicconardi for his heroic but futile attempt to save a brother Seafarer from drowning in Manila Harbor late last August.

"He wasn't too far away from the ship but the sea was rough and the current kept pushing him away," said Cicconardi.

"I threw a life ring to him but he was too far away to reach it. So I jumped in. I am a very good swimmer—used to dive for sponges—and I knew I had a chance of bringing him back.

"He was very big and heavy and not a very good swimmer. I got him to the life ring and was holding him with one hand and the ring with the other."

Cicconardi's shipmates aboard the Fenn Victory began hauling in the life ring line but the pulling

of the line and the swift current caused Cicconardi to lose his grip on Jones.

"He went straight down," said Cicconardi, and "by the time I got him back to the life ring and then to the ship, he had swallowed too much water."

Cicconardi, tried to revive Jones, who was unconscious by the



Seafarer Jean Cicconardi accepts framed letter of commendation from Capt. Leonard E. Perso, officer in charge of marine inspection, for his attempted rescue of drowning shipmate while aboard the SIU contracted Seamar outside Manila Harbor last August. Looking on at the left is Eli Hanover, an SIU representative in the port of Baltimore.

time he was taken aboard, using artificial respiration and mouth to mouth resuscitation, but his efforts were in vain.

As he held the newly-presented Coast Guard letter of commendation in his hand, Cicconardi, who was born in France and joined the SIU in 1958, repeated quietly, "someone had to try to save him."

of the line and the swift current caused Cicconardi to lose his grip on Jones.

**POTOMAC (Empire), May 7—Chairman, John Minnahan; Secretary, Charles Bedell. Brother Charles Bedell was elected to serve as new ship's delegate. Vote of thanks given to former ship's delegate, Brother John Minnahan. Vote of thanks was given to the Steward Department.**

**CITIES SERVICE NORFOLK (Cities Service), March 8—Chairman, E. G. Hall; Secretary, R. J. Callahan. No beefs were reported by department delegates. Everything is O.K. Motion made that the Union should notify all SIU companies about replacements being available through Yokohama hall. Some companies apparently do not know that we maintain an SIU hall at Yokohama. Brother Earl Whatley was elected to serve as ship's delegate. Motion made to see patrolman pertaining to ship's articles and transportation for members leaving ship.**

**NORINA (Marine Traders), April 30—Chairman, A. Debelich; Secretary, R. D. Tappan. Two men were repatriated due to illness. No beefs were reported by department delegates. Vote of thanks was extended to Brother Anthony Debelich, ship's delegate, for a job well done. Vote of thanks was also extended to the Steward Department. Galley range, ovens and cook's showers and radiators to be repaired before next trip.**

**LONGVIEW VICTORY—(Victory Carriers), April 27—Chairman, John Worly; Secretary, Fred D. Lynum. \$19.38 in ship's fund. No beefs were reported by department delegates.**

**STEEL TRAVELER (Isthmian), March 26—Chairman, R. Brown; Secretary, K. Young. Long standing food beefs were settled at last payoff when the steward quit. \$23.50 in ship's fund. Some disputed OT in engine department. Brother Mike Stupin was elected to serve as ship's delegate. Vote of thanks was extended to retiring ship's delegate, Brother G. K. Rose.**

**ACHILLES (A. L. Burbank), May 21—Chairman, Charlie Demers; Secretary, Bob Porter. Some disputed OT in deck department. Captain to be contacted regarding painting of fo'c'sles.**

**STEEL SEAFARER (Isthmian), May 6—Chairman, V. E. Monte; Secretary, P. C. Willoughby. Some disputed OT in deck department to be taken up with patrolman.**

**DEL ALBA (Delta), April 29—Chairman, Wm. Cousins; Secretary, P. J. Franco. Motion made that all new men coming aboard ship must learn about the SIU standard of doing things—if they don't they're to be reported to the Union. No beefs reported by department delegates. All is O.K.**

**EXPRESS VIRGINIA (Virginia Lines), April 22—Chairman, J. A. McDougall; Secretary, W. Benish. Two men were sent home from Saigon due to illness. Few hours disputed OT in deck and engine departments.**

**EXPRESS VIRGINIA (Marine Carriers), March 5—Chairman, L. Cartwright; Secretary, W. Benish. Brother McDoigall was elected to serve as ship's delegate. No beefs were reported by department delegates. Union and ship-board procedures were discussed for the benefit of the new men on board.**

**COSMOS TRADER (Cosmos Navigation), May 7—Chairman, Richard Allen; Secretary, John C. Securs. No beefs were reported by department delegates. Captain to be contacted regarding the matter of having sufficient American money on board for draws.**

**BEAVER VICTORY (Bulk Transport), March 26—Chairman, Frank Rodriguez, Jr. Everything is running smoothly in deck and engine departments. Plenty of beefs and trouble in steward department.**

**KENT (American Bulk), May 21—Chairman, P. L. David; Secretary, A. G. Alexander. No beefs reported by department delegates. Discussion held on various matters.**

**DIGEST  
of SIU  
SHIP  
MEETINGS**

**ALCOA VOYAGER (Alcoa), May 8—Chairman, B. B. Butler; Secretary, M. P. Cox. No beefs were reported. A little disputed OT. Lodging from last trip was paid. Brother W. B. Harrell was elected to serve as new ship's delegate. Vote of thanks was extended to departing ship's delegate for a job well done.**

**SAGAMORE HILL (Victory Carriers), May 20—Chairman, John McCollom; Secretary, Francis R. Napoli. \$39.50 in ship's fund. No beef reported by department delegates. Vote of thanks was extended to the ship's delegate for a job well done. Vote of thanks also to the steward department.**

**ALCOA ROAMER (Alcoa), May 13—Chairman, George Atcherson; Secretary, William McDonald. Brother Atcherson was elected to serve as ship's delegate. Vote of thanks was extended to the steward department for a job well done.**

**OCEANIC SPRAY (Trans-World Marine), May 17—Chairman, Lawrence Banks; Secretary, Lawrence Banks. Ship's delegate explained Union procedures to new men on board. Discussion on men quitting the ship. Six men left from the original crew. Some disputed OT in deck department to be taken up with boarding patrolman. Everything is running smoothly in engine and steward department. Vote of thanks to the steward department for a job well done.**



# FINAL DEPARTURES

**Leo Tierney, 64:** Brother Tierney died on March 2 in Los Angeles County Harbor General Hospital. A member of the steward's department, he held a steward's rating. Born in Canada, Brother Tierney made his home in Traverse City, Mich. He joined the union in the port of Detroit. His last vessel was the **Hercules**. Surviving is a sister, Eve Nelson of Traverse City, Mich.

**Wiley Gates, 76:** A liver ailment caused the death of Brother Gates on April 23, in Shreveport, La. He was on an SIU pension at the time of his death. Born in Louisiana, Gates was a resident of Vivian, La. He joined the union in the port of New Orleans and last shipped on the **Del Santos**.

**Albert Guidry, 47:** An auto accident claimed the life of Seafarer Albert Guidry, May 1, in New Orleans. He was an AB and last shipped on the **Madaket**. Born in New Orleans, he lived in Metairie, La. He sailed with the SIU for over 25 years since joining in the port of New Orleans. Guidry spent two years in the Army. Surviving is his wife, Edna, of Metairie. Burial was in Greenwood Cemetery, New Orleans.

**Viljo Sikero, 47:** Bronchoneumonia claimed the life of Seafarer Sikero April 24 in New Orleans. A native of Finland, he lived in New Orleans and had sailed in the SIU's Atlantic and Gulf District as an AB. His last ship was the **Penn Exporter**. Burial was in St. Bernard Memorial Gardens, Chalmette, La.

**Celestino DeSouza, 66:** Heart disease caused the death of Brother DeSouza at the USPHS Hospital, Staten Island, N. Y., on May 21. Born in Portugal, he lived in Brooklyn, N. Y. A 20-year SIU veteran, his last ship was the **Natalie**. He was a cook and joined the union in New York. Surviving is his wife, Jennie, of Brooklyn. Burial was in the St. Charles Cemetery, Farmingdale, L. I.

**Joseph Fitzpatrick, 63:** Seafarer Fitzpatrick died of pneumonia, Jan. 13, in San Francisco. A member of the Engine Department, Seafarer Fitzpatrick joined the SIU in the port of New Orleans. A native of that city, he had been residing in San Francisco. Fitzpatrick was an SIU member for 20 years. His last vessel was the **Oakland**. Burial was in New Orleans.

**John McLemore, 55:** Brother McLemore died on board the **Lucile Bloomfield** while the ship was at sea on Jan. 22. He was buried at sea off the east coast of Japan. A native of Mississippi, he was a resident of Texas City, Texas. Joining the union in Galveston, he sailed as a member of the deck department.

**Antonio Carrano, 61:** Brother Carrano died of pneumonia, April 23, at the USPHS Hospital in Baltimore. A member of the steward department, he joined the union in New York City. He was a 20-year man with the SIU and previously spent 23 years in the Navy. Born in Bridgeport, Conn., he was a resident of New Orleans.

# From the Ships at Sea

"All hands are really on the ball. It's a pleasure to sail with this gang." That's the word on the **Del Oro** (Delta) Seafarers, Meeting Secretary **W. H. Simmons** reported. Meeting Chairman **Ralph Taylor** informs us that **Theo Harris** turned in a fine job of baking and the entire steward department

thanks was extended to the steward department. Steward **F. R. Napoli**, chief cook **G. M. Chang** and baker **M. Trotman** all turned in top-notch jobs, meeting Chairman **John McCollom** reported. Ship's delegate **J. Dunne** also came in for praise from the crew. Seafarers were reminded to turn in extra linen to the steward before leaving the ship during the San Francisco payoff. Department heads reported a smooth trip.

A discussion was held aboard the **Missouri** (Meadowbrook) concerning the duties of the department sanitary men, meeting Chairman **Joe Werselowich** reports. Oldtimers have been helping the younger members of the SIU in any way possible. **Max Bugawan**, Meeting Secretary writes. A request was made for some additional paperback books for the ship's library.

The ice and washing machines on the **Jefferson City Victory** (Victory) have just about run their course, so Seafarer **W. W. LeClair**, seconded by **R. P. De Font**, suggested that new ones be installed at the end of the voyage. Meeting Chairman **E. T. La Chappelle** writes that the ship's treasury is down to its last \$2.

Seafarers on the **Sagamore Hill** (Victory) were well fed during their recent voyage and a vote of



Chang

**James Christie**, meeting secretary on the **Burbank Victory** (Burbank) reports that the ship is running smoothly with very good food and only a few minor repairs. **Richard Conlin** was elected new ship's delegate. Seafarers took up a collection for two soldiers the ship was carrying to Saigon. Seafarers aboard the vessel wanted them to have a good time before going into the war zone, Conlin reported. In addition to Vietnam, the ship visited Yokohama and the Panama Canal before the San Francisco payoff.



Conlin

Seafarers have been keeping the **Del Sud** (Delta) "clean and ship shape in the true manner of capable and seafaring SIU Brothers". Meeting Chairman **Mike Dunn** writes. **William Pittman**, ship's delegate brought word from the Captain that the crew has done a fine job "answering emergency bells in the channel when the ship had an accident." Seafarers were reminded to return glasses when finished. Ship's treasurer **William Folse** told the Brothers that the movie fund has \$656.14 and the ship's fund \$433. A request was made to purchase a converter and parts out of the movie fund. Meeting Secretary **Robert Chaisson** said that the crew thanked deck department men for the efficient way of docking and undocking."



Folse

## PERSONALS

**Roland A. Fredericks**  
Please contact John J. Geiger, 204 Hillcrest Drive, Daly City, California 94014, as soon as possible.

**John L. Parris**  
Please contact Mrs. Lois M. McCusker, 225 MacDade Blvd., Collingdale, Pennsylvania, as soon as possible.

**Leroy Gulley**  
Get in touch with Mrs. Rachel Elizabeth Gulley as soon as possible, informing her of your whereabouts. The address is 330 Banks St., San Francisco, Calif. 94110.

**Anthony W. Wasiluki**  
Purvis Parker requests that you write him. The address is Route 2, Box 200A, Elm City, N.C. 27822.

**Earl R. Goodwin**  
Please contact your wife at 200 South Cedar St., Mobile, Ala., as soon as possible.

**John L. Riede**  
Please contact Mrs. Laurene M. Riede, 64 Dubois Ave., Staten Island, New York, as soon as possible.

## Lifeboat Class No. 180



A mixture of young Seafarers and some veterans make up this recent class of Lifeboat School graduates. The lifeboat endorsement they have earned is a requirement for an AB ticket. Seated (l-r) are: B. Carlson, J. Bedard, T. Farrell, C. Charette and W. Mosley. Standing are: T. Anderson, T. Steed, W. Lander, J. R. Perez, A. Michalitsianos, W. Howland and School Instructor Arni Bjornsson.

## Seafarer to Use Master's Degree To Help Children

Seafarer Louis N. Cirignano's longtime goal of obtaining a higher education was achieved recently when he received a Master's degree in special education at commencement exercises held at New Jersey's Paterson State College.

Cirignano interrupted his education in 1940, while a student at Passaic High School in New Jersey, to enter the merchant

marine. During World War II he shipped in many war zones, and was a recipient of the Harry S. Truman Citation for service in the Normandy invasion. While in the merchant

marine, he traveled throughout Europe, the Middle East, and South Africa. After the war, Cirignano resumed his education by entering Montclair State College in 1952, and received a B.A. degree in secondary and elementary education.

In 1959, he began teaching mentally retarded and emotionally disturbed children and is presently working with the emotionally disturbed under a federal aid program.

Cirignano noted that while traveling in the merchant marine, he was able to experience other ways of life, and that the education he received led to a better understanding of others.



Cirignano

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

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

NAME .....

STREET ADDRESS .....

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

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

ADDRESS .....

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



# UNFAIR TO LABOR

## DO NOT BUY

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



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



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



**Jamestown Sterling Corp.**  
(United Furniture Workers)



**White Furniture Co.**  
(United Furniture Workers of America)



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



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



"HIS" brand men's clothes  
Kaynee Boysswear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves, Richman  
Brothers and Sewell Suits,  
Wing Shirts  
(Amalgamated Clothing Workers  
of America)



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



**Peavy Paper Mill Products**  
(United Papermakers and  
Paperworkers Union)



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



**Antonio Perelli Minetti & Sons**  
Ambassador, Eleven Cellars  
Red Rooster, Greystone, Guasti,  
Calwa, F. I., Tribuno Vermont,  
Aristocrat, Victor Hugo, A. R.  
Morrow Wines and Brandy.  
(National Farm Workers  
Association)

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

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

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

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

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

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

**EDITORIAL POLICY—SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

## Schedule of Membership Meetings

### SIU-AGLIWD Meetings

New Orleans Aug. 15—2:30 p.m.  
Mobile Aug. 16—2:30 p.m.  
Wilmington Aug. 21—2:00 p.m.  
San Francisco Aug. 23—2:00 p.m.  
Seattle Aug. 25—2:00 p.m.  
New York Aug. 7—2:30 p.m.  
Philadelphia Aug. 8—2:30 p.m.  
Baltimore Aug. 9—2:30 p.m.  
Detroit Aug. 11—2:30 p.m.  
Houston Aug. 21—2:30 p.m.

### Great Lakes SIU Meetings

Detroit Aug. 7—2:00 p.m.  
Alpena Aug. 7—7:00 p.m.  
Buffalo Aug. 7—7:00 p.m.  
Chicago Aug. 7—7:00 p.m.  
Cleveland Aug. 7—7:00 p.m.  
Duluth Aug. 7—7:00 p.m.  
Frankfort Aug. 7—7:00 p.m.

### Great Lakes Tug and Dredge Region

Chicago Aug. 15—7:30 p.m.  
†Sault Ste. Marie Aug. 17—7:30 p.m.  
Buffalo Aug. 16—7:30 p.m.  
Duluth Aug. 18—7:30 p.m.  
Cleveland Aug. 18—7:30 p.m.  
Detroit Aug. 14—7:30 p.m.  
Milwaukee Aug. 14—7:30 p.m.

### SIU Inland Boatmen's Union

New Orleans Aug. 15—5:00 p.m.  
Mobile Aug. 16—5:00 p.m.  
Philadelphia Aug. 8—5:00 p.m.  
Baltimore (licensed and unlicensed) Aug. 9—5:00 p.m.  
Norfolk Aug. 10—5:00 p.m.  
Houston Aug. 21—5:00 p.m.

### Railway Marine Region

Philadelphia Aug. 15—10 a.m. & 8 p.m.  
Baltimore Aug. 16—10 a.m. & 8 p.m.  
\*Norfolk Aug. 17—10 a.m. & 8 p.m.  
Jersey City Aug. 14—10 a.m. & 8 p.m.

### United Industrial Workers

New Orleans Aug. 15—7:00 p.m.  
Mobile Aug. 16—7:00 p.m.  
New York Aug. 7—7:00 p.m.  
Philadelphia Aug. 8—7:00 p.m.  
Baltimore Aug. 9—7:00 p.m.  
†Houston Aug. 11—7:00 p.m.

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

## DIRECTORY OF UNION HALLS

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

PRESIDENT  
Paul Hall

EXECUTIVE VICE PRESIDENT  
Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams  
Robert Matthews

SECRETARY-TREASURER  
Al Kerr

HEADQUARTERS . . . 675 4th Ave. Bklyn.  
NY 9-6600

ALPENA, Mich. . . . 127 River St.  
EL 4-3616

BALTIMORE, MD. . . . 1216 E. Baltimore St.  
EA 7-4900

BOSTON, Mass. . . . 177 State St.  
RI 2-0140

BUFFALO, N.Y. . . . 735 Washington St.  
SIU TL 3-9259  
IBU TL 3-9259

CHICAGO, Ill. . . . 9383 Ewing Ave.  
SIU SA 1-0733  
IBU ES 5-9570

CLEVELAND, Ohio . . . 1420 W. 25th St.  
MA 1-5450

DETROIT, Mich. . . . 10225 W. Jefferson Ave.  
VI 3-4741

DULUTH, Minn. . . . 312 W. 2nd St.  
RA 2-4110

FRANKFORT, Mich. . . . P.O. Box 287  
415 Main St.  
EL 7-2441

HOUSTON, Tex. . . . 5804 Canal St.  
WA 8-3207

JACKSONVILLE, Fla. . . . 2608 Pearl St.  
EL 3-0987

JERSEY CITY, N.J. . . . 99 Montgomery St.  
HE 3-0104

MOBILE, Ala. . . . 1 South Lawrence St.  
HE 2-1754

NEW ORLEANS, La. . . . 630 Jackson Ave.  
Tel. 529-7546

NORFOLK, Va. . . . 115 3rd St.  
Tel. 622-1892

PHILADELPHIA, Pa. . . . 2604 S. 4th St.  
DE 6-3818

PORT ARTHUR, Tex. . . . 1348 Seventh St.  
DO 2-4401

SANTURCE, P.R. . . . 1313 Fernandez Juncos  
Shop 20  
Tel. 724-2848

SEATTLE, Wash. . . . 2505 First Avenue  
MA 3-4334

ST. LOUIS, Mo. . . . 805 Del Mar  
CE-1-1434

TAMPA, Fla. . . . 312 Harrison St.  
Tel. 229-2788

WILMINGTON, Calif. . . . 505 N. Marine Ave.  
834-2528

YOKOHAMA, Japan, Iseya Bldg., Room 801  
1-2 Kaigan-Dori-Nakaku  
204971 Ext. 281

**ACHILLES (A. L. Burbank),** April 1—Chairman, Hans Peterson; Secretary, Bob Porter. Brother Robert Lasso was elected to serve as new ship's delegate. No beefs reported.

**STEEL ADVOCATE (Isthmian),** May 14—Chairman, T. Yablonsky; Secretary, Angel Seda. All repairs from previous voyage have been taken care of. One man missed ship in New Orleans before sailing. Discussion about contacting patrolman about some new wind shoot for the crew's quarters. Vote of thanks was given to the steward department for a job well done.

**J. CLARE MILLER (Gartland),** May 2—Chairman, Charles Pischner; Secretary, James Bashaw. \$1.00 in ship's fund. Twenty-five cents donation to be taken up and added to ship's fund. Department delegates reported that all is in order. Motion made to change the present pension plan to 20 years service regardless of age and raise pension to \$300.00 per month. Motion made to place Lakes men on a par with Coast men when they go up to write for a mate or engineer's license. Request for fans in deck department fore room. Engine delegate to speak to the Chief about air shoot in fire hold.

**OBSERVER (Marine Carriers),** May 21—Chairman, J. M. Davis; Secretary, Joe Block. Brother John Glover was elected to serve as ship's delegate. No beefs were reported by department delegates. Ship's delegate and steward requested the cooperation of all hands in making this a good trip.

**DEL ORO (Delta),** May 7—Chairman, Ralph Taylor; Secretary, Ralph Taylor. Brother Lee A. Smith was elected to serve as new ship's delegate. \$68.78 in ship's fund. No beefs reported by department delegates.

**STEEL VOYAGER (Isthmian),** May 14—Chairman, Donald Kieth; Secretary, Tony Gaspar. \$8.26 in ship's fund. Some disputed OT in engine and steward departments. One man left in Calcutta, India, due to illness. Vote of thanks to the steward department for the good service.

**WESTERN CLIPPER (Western Agency),** May 7—Chairman, Fred Gentry; Secretary, John Maslow. \$20.86 in ship's fund. Motion made to have the Company give W-2 forms to crew at the payoff, instead of mailing them at the end of the year. Various items badly needed in the steward department. Company refuses to buy the items according to the steward.

**CLAIBORNE (Sea-Land),** May 7—Chairman, Edward Kelly; Secretary, James K. Pursell. Letter written to headquarters concerning pension plan. No beefs were reported by department delegates. Collection to be taken up for crew-member's family who died in fire.

## DIGEST of SIU SHIP MEETINGS

**RIDGEFIELD VICTORY (Columbia),** May 3—Chairman, M. McNabb; Secretary, Frank Airey. One man missed ship in Sacramento and one in San Francisco. No beefs and no disputed OT reported by department delegates. Everything is running smoothly.

**BARRE VICTORY (Delta),** April 22—Chairman, Armond Dunne, Jr.; Secretary, Albert Estrada. Ship's delegate reported that everything is running smoothly and in good order. No disputed OT reported by department delegates. Brother Armond Dunne, Jr. was elected to serve as new ship's delegate.

**STEEL APPRENTICE (Isthmian),** May 7—Chairman, John Farrand; Secretary, Paul P. Lopez. \$25.00 in ship's fund. Some disputed OT in deck and engine

departments to be settled at payoff. Ship's delegate was proud to report that the crew was the best he has sailed with. Vote of thanks was extended to the steward department for the good food and service.

**HERMINA (Hudson Marine),** April 29—Chairman, Paul Dew; Secretary, J. Marshall. Not much improvement since last meeting. No painting was done. The Master made no attempt to improve conditions aboard ship. Some disputed OT in engine department to be taken up with patrolman. Motion was made that the crew aboard ships be able to draw 75 percent of all monies earned in all ports. Motion made that all members with 20 years full membership in Union, with limited seetime, be allowed voluntary retirement with full pension and welfare benefits. And that all members in the Union take an active part in bringing this to a speedy action. Most maritime unions now have this in effect. Why not the SIU? Patrolman to be taken on tour aboard ship to see poor conditions.

**ROBIN GRAY (More-McCormack),** May 9—Chairman, F. Stahlings; Secretary, T. Maley. Some disputed OT in engine department, otherwise no beefs were reported by department delegates.

**GLOBE CARRIER (Maritime Overseas),** May 9—Chairman, T. Drobin; Secretary, J. McLinden. Brother Lawrence P. Conticello was elected to serve as ship's delegate. No beefs and no disputed OT reported by department delegates.

**WINCHESTER (Bulk Transport),** April 7—Chairman, James Ward; Secretary, John O'Toole. Ship's delegate reported that everything is getting into much better shape and now things are running smoothly. One man in steward department missed ship in Norfolk, Va.

**PETROCHEM (Valentine),** March 19—Chairman, P. F. Payne; Secretary, R. Metchel. No beefs and no disputed OT reported by department delegates. Discussion about food and stores. Port Steward is continuously harassing Chief Steward. Letter to be written to headquarters regarding this matter.

**ROBIN SHERWOOD (Moore-McCormack),** May 14—Chairman, David Veland; Secretary, Gary Fisher. Ship's delegate reported that everything is running smoothly with no beefs and no disputed OT. New water fountain was installed satisfactorily.

**KENYON VICTORY (Columbia),** May 21—Chairman, Albert Bourgot; Secretary, M. Badger. Ship's delegate reported that everything is running smoothly. Steward thanked the bosun, deck maintenance and electricians for their cooperation. Vote of thanks was extended to the entire steward department for a job well done.

**LOMA VICTORY (Delta),** May 20—Chairman, K. Roberts; Secretary, G. Kennedy. Brother Gerald C. Kennedy, Jr. was elected to serve as ship's delegate. No beefs reported by deck and engine delegates. Plenty of beefs in steward department. Lack of cooperation from the chief steward.

**BESSEMER VICTORY (Isthmian),** April 23—Chairman, Harry Huston; Secretary, F. E. McCall. No beefs reported by department delegates. Payoff procedure explained to first trippers.

**COSMOS TRADER (Admonthos Shipping),** March 11—Chairman, V. J. Schrag; Secretary, J. C. Secura. No beefs were reported by department delegates.

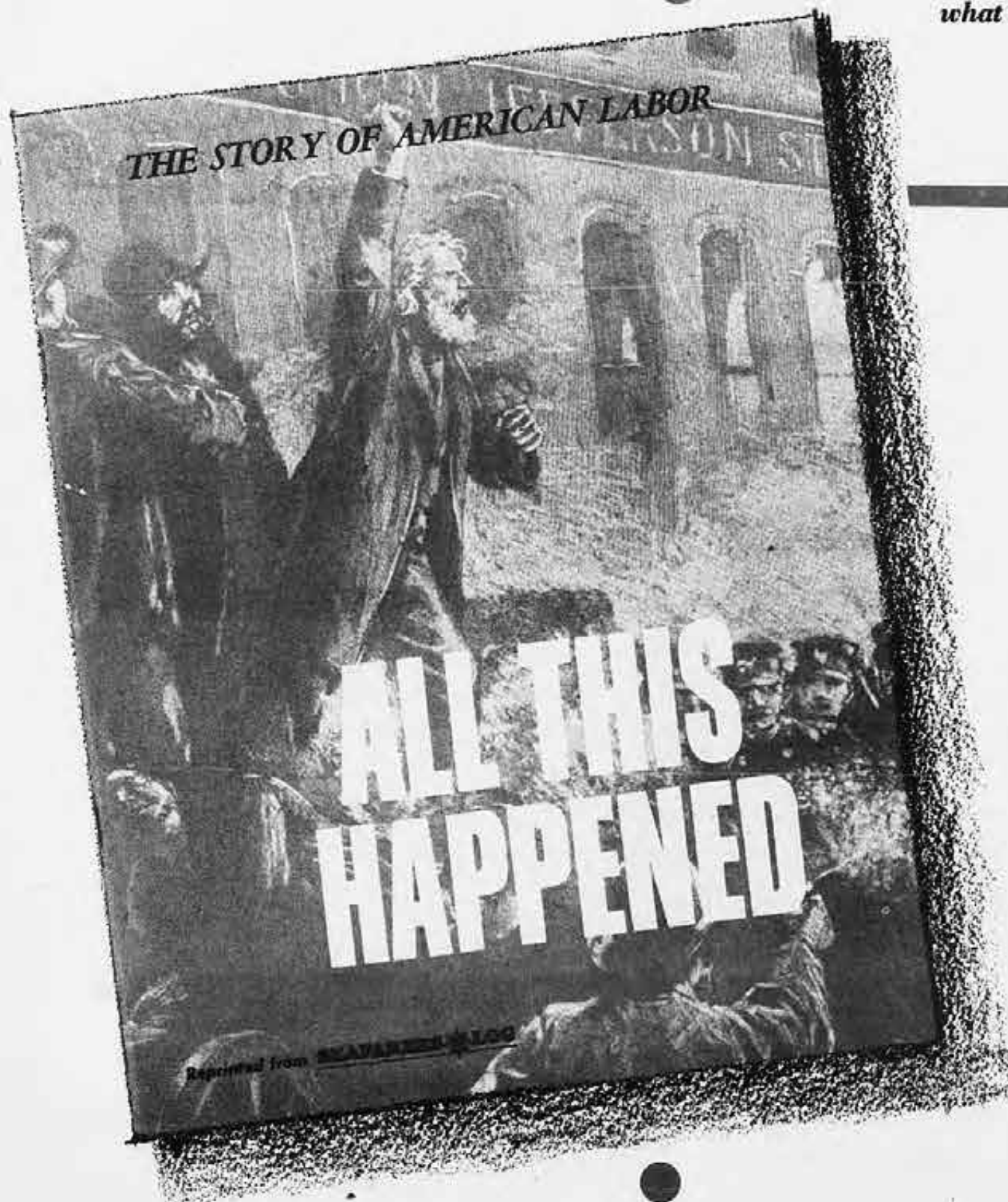
**BEAVER VICTORY (Bulk Transport),** March 12—Chairman, Frank Rodrigues, Jr.; Secretary, James McKenzie. Brother McKenzie was elected to serve as ship's delegate. No beefs reported by department delegates. All repairs are being taken care of by crew.

**FREE AMERICA (A. L. Burbank),** May 29—Chairman, S. C. Hanks; Secretary, D. L. Thompson. Ship sailed short one fireman from San Francisco. Picked up one fireman in Manila. No beefs were reported by department delegates. Discussion held concerning the retirement plan. Crew would like to see some information posted in the LOG pertaining to the retirement plan.



# An Important Story

“The story of American labor is a vital part of American history. It is a story that is too often neglected and distorted in the schools. It certainly has been distorted in the press. It is a story that should be told. The history of American labor is a stirring story of people—in most instances unnamed people—and their continuing struggle to realize the hopes and aspirations of the American people. We and our children should be reminded what the labor movement is and has achieved.”



With this introduction, the Seafarers Log began publication of a 10-part series entitled "All this Happened, the Story of American Labor." The recently-concluded series, written by the Log staff, drew very favorable response, including a great many requests for reprints, from readers across the nation—from SIU members and their families, from other trade unionists, schools and students.

The series has been reprinted in booklet form and copies may be obtained by writing to the Seafarers Log, 675 Fourth Avenue, Brooklyn, N.Y., 11232.

**STORY  
OF  
AMERICAN  
LABOR**

**WRITE FOR YOUR COPY NOW!**