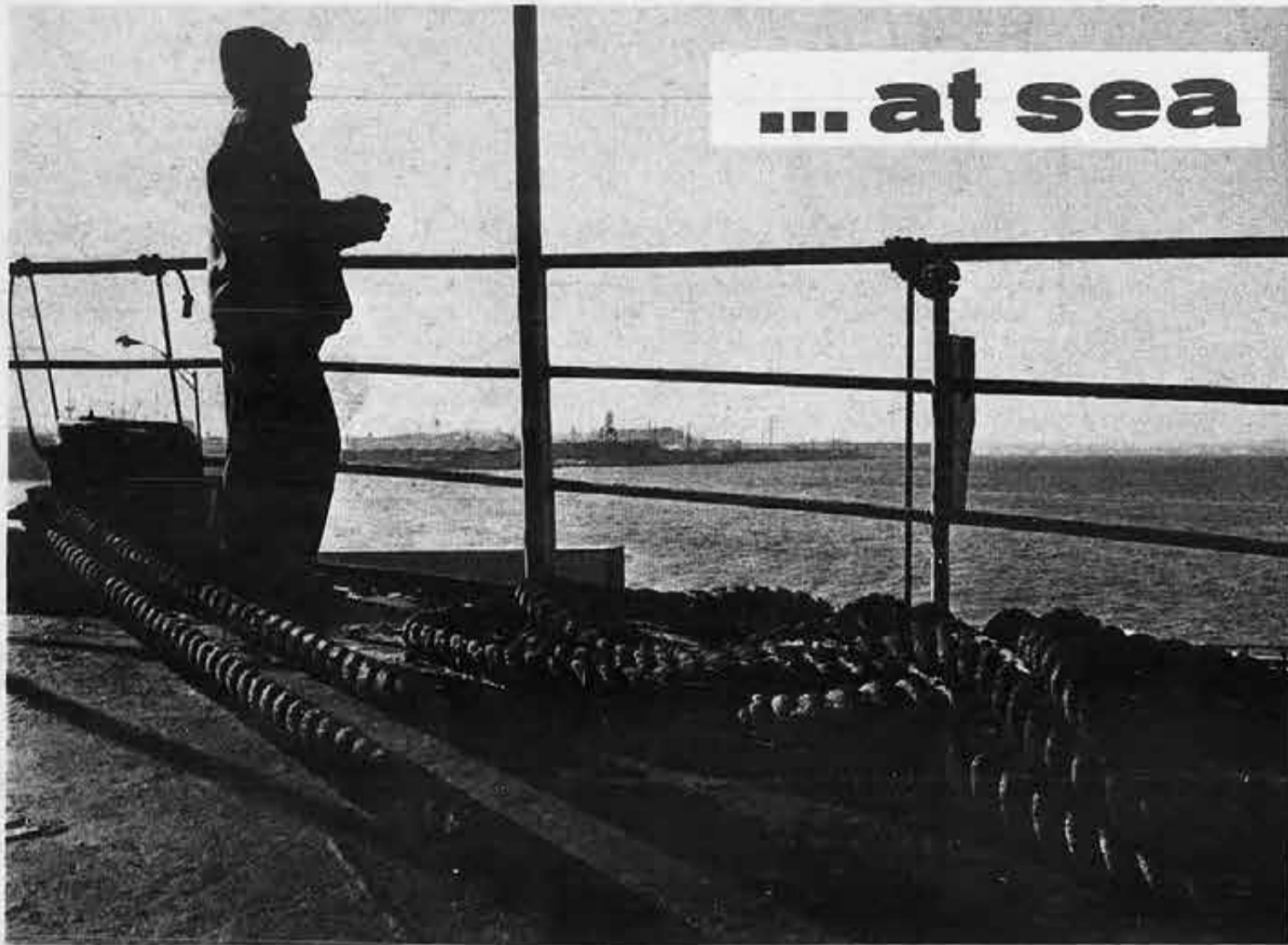


Season's Greetings

TO SEAFARERS . . .



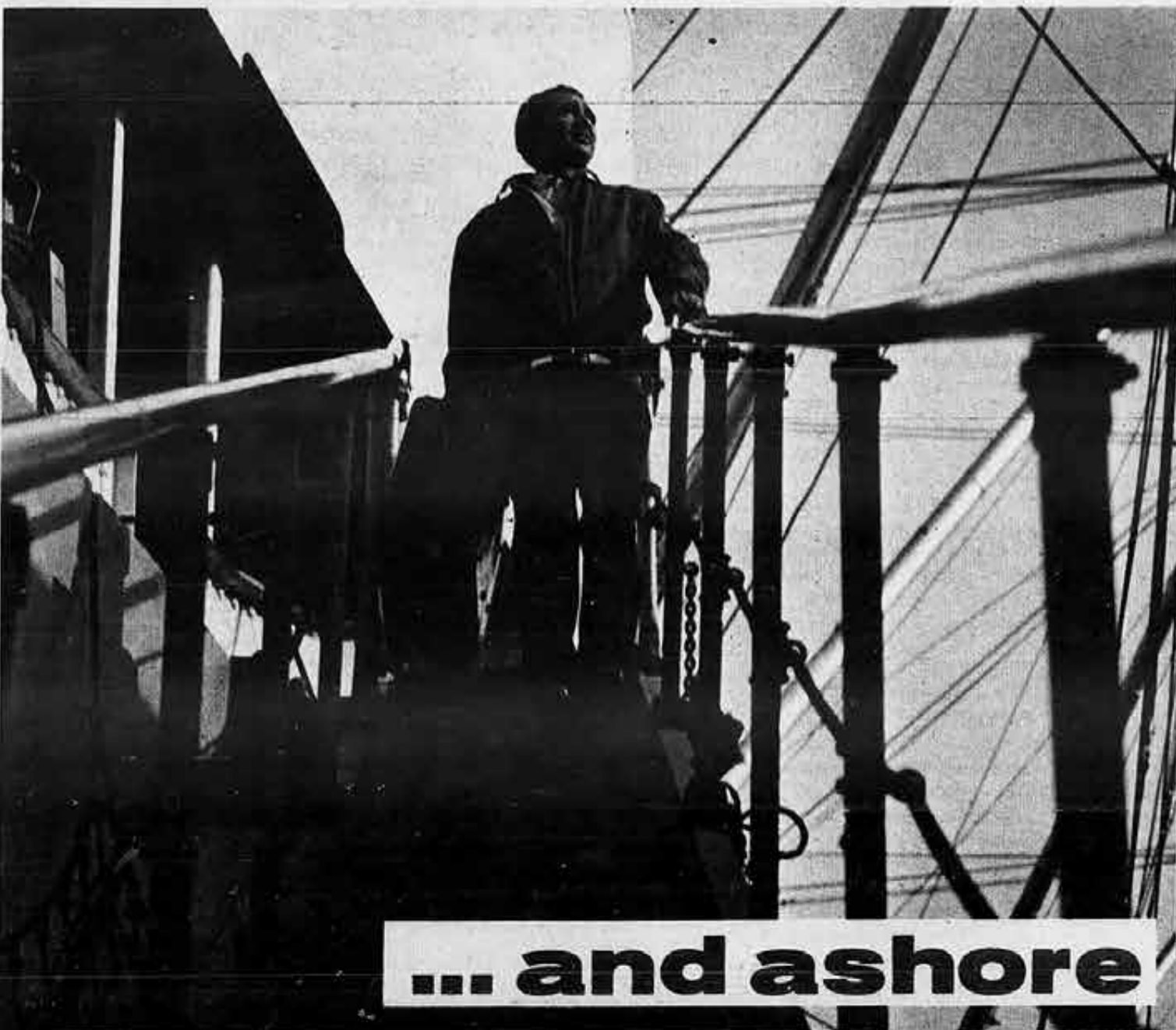
... at sea

**Meany Calls Fleet
'A National Disgrace'
At MTD Convention**

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**200th Seafarer Wins
Engineer's License
After SIU Upgrading**

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... and ashore

**Seafarer Wins Citation
For Act of Bravery;
Govt. Presents Award**

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**SIU Crewmembers Save
21 Seamen from Ship
Ablaze Near Guam**

Story Page 2

Seafarer Tuck Wins Govt. Award For Bravery by Merchant Seaman



Seafarer Alfred D. Tuck and family are shown with officials of government, union and company after ceremony in Washington honoring Seafarer's heroism in Vietnam harbor. From left: Robert McElroy, chief clerk of House Merchant Marine Committee; Acting MARAD Administrator James Gulick; Fred Tuck; Mrs. Lausita Tuck; Tuck and daughter; SIUNA Vice President Robert Matthews and Ed Torres of Isthmian.

Seafarer Alfred D. Tuck has been awarded a U.S. Coast Guard citation and the Merchant Marine Meritorious Service Medal, for heroically preventing the destruction of several merchant ships and a major South Vietnamese harbor, as well as saving the lives of several hundred seamen.

The Meritorious Service Medal is one of the highest awards the Government can bestow upon a merchant seaman.

At the award ceremonies, held November 22 at Maritime Administration Headquarters in Washington, D.C., Acting Maritime Administrator James Gulick praised Brother Tuck's selfless action, by quoting the Citation:

"During the early evening of February 24, 1967, the Margaret Brown was docked in Qui Nhon harbor, Vietnam, alongside the SS Hoosier State. Suddenly there was a flareback and explosion at the Margaret Brown's starboard boiler furnace. Mr. Tuck, off watch, ran to the engine room door, but gaseous fumes, steam, and smoke prevented him from entering. With no apparent regard for his own safety, he immediately descended the shaft alley escape trunk ladder, entered

the smoke-filled engine room to assist in securing the fuel service pump, and volunteered to go above the starboard boiler to close the bulkhead steam valves preventing the possibility of further explosion and serious fire. The engineer on duty was injured, and although he was quickly pulled out from beneath the debris, succumbed to his injuries.

"Mr. Tuck, in entering the engine room at a time when it was not known that a fire or further explosions might occur, and initiating immediate action to preclude further casualties, displayed outstanding courage and devotion to duty in keeping with the highest traditions of the United States Merchant Marine."

Tuck told the LOG that several other seamen who rushed to the engine room to help were equally deserving of the awards.

Docked by an explosive-laden

pier in Qui Nhon Harbor, the Margaret Brown was surrounded by five other vessels, including the SIU-contracted Makato Victory. The Hoosier State was carrying supplies of plastic explosives and napalm and a power-supply ship, docked 200 yards away, had a full load of oil.

An Army official, said Tuck, had estimated that a second explosion aboard the Margaret Brown would have set off a chain reaction, blowing up the pier and all the ships in the area and killing 400 working in the near vicinity.

On Behalf of Crew

Tuck accepted the awards on behalf of the "many other men who were involved." He specifically praised chief engineer Ambrose White, the members of the ship's emergency crew, Seafarers Virgil Lambert, John Scully, Pete Prevas, and Dick Whittely, and the chief and first Engineers of the Hoosier State, Roy Boyett and E. Neelson, who scrambled onto the Margaret Brown from the Hoosier State which was moored alongside. In a letter to Paul Hall, president of the SIU, Tuck said, "As for myself, I will accept (the award) on behalf of the men on the Margaret Brown, who responded to the General Alarm and who no doubt gave of their own selves not knowing from one moment to the next, that that moment may have been their last."

The nomination for the Merchant Marine Meritorious Service Medal was made in May by Representative Edward Garmatz, (D-Md.) who chairs the House Merchant Marine and Fisheries Committee and Senator Daniel Brewster (D-Md.), who is a member of the Senate Merchant Marine and Fisheries subcommittee. In his recommendation, Brewster said that "There is no question in my mind but that he (Tuck) deserves this medal. In a society which is increasingly devoted to self-service, this mariner unselfishly took his life in his own hands to prevent further explosions which might have killed his shipmates."

Report of International President



by Paul Hall

Although potentially significant steps toward the revitalization of the United States merchant marine have been taken with the presentation in Congress of bills outlining a national maritime policy, such a policy is still in the future and far from realization.

Plans, no matter how ambitious, are of little value unless they are implemented. And plans on a national scale cannot ultimately be carried out until opposition to them at the highest level of government—either direct or indirect—is overcome or at least neutralized.

While taking note of the solid and continuing accomplishments of other countries in the area of shipping activity, we in maritime labor can take little comfort from the fact that a workable plan for such accomplishments in our own country is still not out of the discussion stage in which it has languished for many endless months.

Meanwhile, we must watch the speedy progress in shipping capabilities of other countries whose government leaders recognize the value of a strong and competitive merchant marine.

Among the free nations of the world, Japan has made tremendous advances in her merchant marine. She has already left this country behind in tanker capacity and is rising rapidly in other vessel categories as well.

Of still greater importance is the fact that Japan was able to carry more than one-third of all its own exports and almost half of its vast imports in Japanese-flag bottoms during 1965, and is expected to increase its self-contained carriage to 55 percent of imports and 63 percent of exports within the next four years.

This while only a little over seven percent of America's combined total of exports and imports moves in U.S.-flag ships today.

Maritime growth behind the Iron Curtain is as dangerous to the United States and the freedom of the seas as it is impressive in statistics. As the most powerful nation in the Communist world, the Soviet Union has fully acknowledged the economic and political advantages of a strong merchant marine and more than doubled the size of its fleet in only five years.

According to a recent report by the U.S. Maritime Association, further Russian maritime growth is expected at a rate of a million tons a year until 1970—and we can be sure it won't stop there. Reports out of East Germany indicate that Moscow is so intent on gaining supremacy on the seas that it is willing to risk the disfavor of its satellites. The bulk of shipbuilding facilities in East Germany and much of that in Bulgaria, Poland and others, is committed to the upgrading of the Soviet merchant fleet—despite protests from these countries that they are losing money in the process.

In the face of these facts and with the sad state of our own fleet clearly apparent, the United States cannot afford any more vacillation on enacting a maritime program which will once again put 'his country in a competitive position on the high seas.

SIU Crew Rescues 21 Seamen From Ship Ablaze Near Guam

Seafarers aboard the Coeur D'Alene Victory (Victory Carriers) helped rescue 21 crewmembers aboard the freighter San Jose, when that vessel caught fire off the coast of Guam on November 11 and had to be abandoned by the crew.

Frank Bose, electrician on the Coeur D'Alene Victory, reported that his ship was 90 miles west of Guam and ten miles from the scene of the fire when they received a distress signal. "We got the signal at 1930 hours", Bose said. "When we arrived at the scene, we saw that the San Jose was on fire amidships."

Shortly after the fire broke out, the San Jose had lost her power, including the emergency power, said Bose. "This made things difficult, since signalling had to be done with flashlights," he reported.

The SIU vessel spotted two lifeboats at approximately 2140 hours. Rescue efforts were not only hampered by heavy seas, but "typhoon Gilda was due to hit the Southern tip of Guam the next morning", Bose said.

No Injuries Reported

Also on the scene was the Navy destroyer, Hissem. As the Navy ship approached one lifeboat hold-

ing 32 crewmembers, the Coeur D'Alene closed in on the other. The rescue operation was completed without injury and in a comparatively short period of time, said Bob Davis, AB and the ship's delegate. "Bosun Joe Cash did an excellent job trying to hold onto the lifeboat, but lost it due to the heavy seas", Davis reported.

The Coeur D'Alene had to alter its course after picking up the San Jose seamen in order to avoid the typhoon, whose winds had reached 150 knots. The vessel had to head north, until they could reverse course and head south for Guam, Davis reported to the LOG.

"We put the San Jose seamen ashore at Guam, then proceeded to Vietnam," Davis said, "and the Navy Destroyer put the other crewmembers ashore at Subic Bay."

The skipper of the San Jose sent a radiogram to the Coeur D'Alene Victory praising the efforts of her officers and crew. Another radiogram was received from the commander of MSTs commending the rescue effort. In addition, the men of the Coeur D'Alene donated \$205 to their counterparts aboard the San Jose.

Hearings On Ship Disaster Continue



Al Bernstein (left), SIU Director of Welfare Services and Social Security, discusses the Pan Oceanic Faith sinking with the Coast Guard inquiry panel chairman, Rear Admiral Chester R. Bender. Hearings on the sinking continued last week in San Francisco. Bernstein reported that Bender "was impressed by the coolness of the men and the seamanlike way they went about their activities preparatory to abandoning ship," and "by the fact that there was an excellent relationship not only between the officers themselves but between the crew as well." (Photograph by C. H. Meyer PHC; U.S. Coast Guard Official Photo, 12th C. G. District, San Francisco, Calif.)

200th Seafarer Licensed After Engineer's Upgrading

The 200-mark was reached by the engineer's training program, jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association, with the graduation on November 21 of Seafarer Clarence Riggins, Jr.

Having successfully completed the intensive course of study prescribed by the School for Marine Engineering operated by the two unions, and passing the U.S. Coast Guard examination for Third Assistant Engineer, Riggins was presented with his new third's ticket by Commander William D. Derr, USCG, at Coast Guard headquarters in New York.



Kastenhuber Riggins

Seven additional Seafarers passed their exams and received new engineer licenses before the 200-mark was reached. They are James Reaume, Paul Brinson, Richard Carter, Lucien Butts, Alfred Kastenhuber, Isabel Her-



Reaume Graham

andez and Eschol Graham. Riggins, who will celebrate his 52nd birthday later this month, joined the SIU at Norfolk in 1964

and sailed as FOWT before earning his engineer's license.

Before joining the Union, he had spent 20 years in the U.S. Navy and retired as a chief radioman after 16 years in that rating.

In addition to his other accomplishments, Seafarer Riggins is also the holder of a first class telegrapher and telephone operator's license from the Federal Communications Commission. Riggins said that he may return to New York soon to continue his studies and stand for a standard marine radio operator's license.



Butts Hernandez

Ronald Spencer, director of the engineer's training program, described Riggins as "an excellent student with an average in the



Brinson Carter

90s" and called him a fine example of the high caliber of licensed

(Continued on page 11)

SIU Action Prompts Review Of Cargo Preference Rates

WASHINGTON—A tripartite committee of maritime, labor, management, and Maritime Administration representatives have begun a review of the ceiling rates for U.S.-flag vessels carrying foreign aid cargoes.

The committee was set up at a meeting called by Maritime Administrator James Gulick at which ship operators, unions and Administration staff members discussed establishment of machinery to review the ceiling rate structure revisions made by the federal agencies several weeks ago.

These developments followed talks by SIU President Paul Hall, Commerce Secretary Alexander B. Trowbridge, Under Secretary Howard Samuels, Maitland Pennington, Chief of the Agency's Cargo Promotion, and Gulick.

Hall requested those attending the meeting to help correct inequities to U.S. shipping resulting from the Maritime Administration's rate revisions.

Under the recently amended rate change so-called smaller vessels up to 15,600 tons were given a 10 percent increase in the ceiling rate allowed in the transport of U.S. foreign aid shipping.

Intermediate ships—over 15,600 tons—were given a ceiling of 25 percent under the newly established guideline rate for the small-

er vessels. The rate in this class previously has been 20 percent less.

Rates Inadequate

In his discussions with the Commerce Department, Hall emphasized that the new rates were inadequate and steps should be taken immediately to put them at compensatory levels. He advised that all interested parties, both shipping management and labor representatives, be given an opportunity to meet with MARAD representatives to review the existing rate structure with the view to establishing fair and reasonable rates that would be adequately compensatory.

As a result, a call for such a meeting was made by the Maritime Administrator for November 28 in Washington.

Some 75 shipping company representatives along with representatives of various maritime unions participated in the initial discussions at which the tripartite committee was set up. The union representatives on the committee are Hall and Hoyt Haddock of the National Maritime Union.

AFL-CIO President Addresses Opening Session

Fleet Decline 'A National Disgrace,' Meany Charges at MTD Convention



Several hundred delegates to biennial convention of AFL-CIO Maritime Trades Department listen to Senator Warren G. Magnuson (D.-Wash.), who said "Great Society" requires "adequate maritime strength."

BAL HARBOUR, Florida—AFL-CIO President George Meany has sharply assailed the government's "stupid policy" in starving the nation's merchant marine, except in time of emergency. Speaking at the opening session of the AFL-CIO Maritime Trades Department's Biennial Convention, Meany said the present condition of the maritime industry is a national disgrace—and "it can't be justified under any circumstances."

The labor federation head told several hundred delegates at the MTD convention that, "We need an American merchant marine, we need American ships built in American shipyards, manned under the American flag by American seamen."

"If this calls for the expenditure of large sums of public money, so be it. Public money could not be spent for a better cause. I think in the final analysis it would cost as much to do this job right as it costs us to finance crash programs every few years," Meany added.

Heads List of Speakers

Meany headed a long list of labor, congressional, government and industry officials who addressed the delegates from 38 national and international unions and 32 maritime port councils in the United States, Puerto Rico and Canada.

Senator Warren G. Magnuson (D.-Washington), the chairman of the Senate Commerce Committee, also addressed the convention and said it was obvious that the "Great Society stops at the water's edge." He explained that 34 months ago the Administration promised a new maritime program, but that the White House "has never submitted such a plan." The United States "cannot have a Great Society if we do not enjoy adequate maritime strength."

Senator E. L. Bartlett (D.-Alaska), chairman of the Senate Merchant Marine Subcommittee, told delegates that the maritime program submitted last month by Senate and House leaders was "a good program—a program behind which all segments of the maritime industry could and should unite." The Senator expressed the hope that nothing would be allowed "to shatter the industry's unity" on the maritime program.

Representative Emanuel Celler (D.-N.Y.), Dean of the House and Chairman of the House

Judiciary Committee, addressed the convention and asked, "Why do we seem unable to support a viable merchant fleet in peacetime when we can so readily appreciate the crucial role that the merchant fleet plays, and must inevitably play, in time of war?"

Governor Roberto Sanchez Vilella of the Commonwealth of Puerto Rico stressed his island's dependence on shipping and

pointed out that "99% of our trade moves out of U.S. ports."

As the LOG went to press, delegates to the MTD Convention were preparing to deal with a number of vital issues affecting the future of the maritime industry and the welfare of the memberships of the various affiliated organizations. A full story on the convention will appear in the next issue of the LOG.



AFL-CIO Pres. George Meany (second from right) and Gov. Roberto Sanchez Vilella of Puerto Rico (right), speakers at convention, are shown with MTD Pres. Paul Hall and Sec.-Treas. Peter M. McGavin.



Vice President Hubert Humphrey talks with Representative John Dent (D.-Pa.) and AFL-CIO Vice President James A. Suffridge (center) at MTD's convention reception. MTD delegates convened in Bal Harbour.

Vice President Humphrey to Address Seventh Biennial AFL-CIO Convention

WASHINGTON—Vice President Hubert H. Humphrey and several Cabinet members have accepted invitations to address the AFL-CIO's seventh biennial convention opening December 7 at the Americana Hotel in Bal Harbour, Fla., Federation President George Meany has announced.

The date of the Vice President's address has not yet been determined, Meany said.

Meany also announced that the AFL-CIO Executive Council will hold a one-day meeting December 6, preceding the convention.

The convention will recess over the weekend of December 9-10 for meetings of convention committees.

The AFL-CIO General Board, made up of 29 Executive Council members and a chief executive officer of each affiliated national and international union and trade and industrial department, will meet December 9.

Major speakers on the opening day of the convention include

Secretary of Labor W. Willard Wirtz, Secretary of Health, Education & Welfare John W. Gardner, Secretary of Transportation Alan S. Boyd and American Legion Commander William E. Galbraith.

Rusk to Speak

Among speakers scheduled for the second day are Secretary of State Dean Rusk; Attorney General Ramsey Clark; Betty Furness, the President's assistant for consumer affairs; Director R. Sargent Shriver of the Office of Economic Opportunity; Chairman Harold Russell of the President's Committee on Employment of the

Handicapped, and Administrator William Gaud of the Agency for International Development.

Speakers set for December 12 include Director William Simkin of the U. S. Mediation & Conciliation Service, NAACP Executive Director Roy Wilkins and Prime Minister Hugh Shearer of Jamaica.

The two fraternal delegates from the British Trades Union Congress, who will address sessions on dates to be announced, are General Secretary Lord Cooper of the National Union of General & Municipal Workers and Assistant General Secretary H. R. Nicholas of the Transport & General Workers Union.

Vice President William Ladyman of the International Brotherhood of Electrical Workers, who also will speak on a date to be set, is the fraternal delegate from the Canadian Labor Congress.

Other guests of the AFL-CIO scheduled to address the delegates are Secretary-General Aharon Becker of Histadrut, Secretary-General Arturo Jauregui of the Inter-American Regional Organization of Workers (ORIT), Secretary-General Harm Buiters of the International Confederation of Free Trade Unions, and Secretary-General Andre Bergeron of the French Force Ouvriere.

Seven More Seafarer Veterans Added to SIU Pension Roster



Ward

Seymour

Kaelep

Babb

The names of seven Seafarers have been added to the list of those men enjoying retirement security with the aid of SIU pensions. The latest additions to the SIU's pension roster include: Otho Babb, Leo Entringer, Norman Gillett, Luciano Ghezso, Hubert Seymour, John Ward and Oskar Kaelep.

Otho Babb sailed as steward and joined the Union in New York. He was born in Suffolk, N.Y., and lives in Brooklyn with his wife, Della. Babb last sailed on the Transglobe.

Leo Entringer joined the Union in the port of Detroit and sailed as fireman. Born in Wisconsin, he is a resident of Green Bay.



Entringer

Entringer was last employed by the Reiss Steamship Company. Norman Gillett joined the SIU in New York and sailed in the deck department. He is a native of Jersey City, N.J., and makes his home in North Bergen, N.J., with his wife, Elizabeth. Gillett was employed by the New York Central Railroad.

Luciano Ghezso sailed as bosun. He joined the SIU in the port of Philadelphia. A native of Italy, Ghezso makes his home in Brooklyn.



Ghezso

Gillett

Hubert Seymour was born in Mississippi. He lives in Mobile and was a member of the steward department since joining the SIU in that port.

John Ward joined the SIU in New Orleans in 1940. Born in Alabama, Ward's last ship was the Del Norte. He sailed all ratings in the engine department.

A member of the deck department, Oskar Kaelep shipped as bosun. He is a native of Estonia and now lives in Miami.

SIU Fishermen's Unions Rap U. S.-Soviet Fisheries Pact



Representative James A. Burke (D-Mass.) reads one of 4,000 letters delivered to his Washington office by SIU Atlantic Fisherman's Union President James Ackert (right) and SIUNA representative Joseph Algina. Letters, like current campaign of SIUNA's Fish and Cannery Conference, urge new legislation to bolster U.S. fishing industry.

BOSTON—Officials of the SIUNA-affiliated Atlantic Fishermen's Union and New Bedford Fishermen's Union have sharply criticized the fisheries agreement recently announced in Moscow under which the Soviets would be allowed to fish to within six miles of the Long Island and New Jersey coastlines, while limiting their catch of industrial fish—red hake, silver hake, scup and fluke—in the agreed area south of Cape Cod off the Middle Atlantic coast. The Soviets won't fish in that area from January 1 through April 1 next year.

Captain James Ackert, president of the Atlantic Fishermen's Union, said the American negotiating team headed by Donald L. McKernan, special assistant for fisheries and wildlife to Secretary of State Dean Rusk, "came back from Moscow with a big bag of nothing."

"The Russians," asserted Ackert, "won all the concessions such as broaching our 12-mile limit. As for their agreement to limit their catch in an almost extinct fishery, a fishery they clobbered into the bottom, they'll only add this Mid-Atlantic fleet to the fleet already fishing Georges Bank. The pressures on Georges is going to be harder than ever now."

Ackert further charged that the Russians swapped an almost extinct fishery in the Mid-Atlantic

for all kinds of concessions "we never should have granted."

Equally vocal on the matter was Austin Skinner, secretary-treasurer of the New Bedford Fishermen's Union.

"As usual, the Russians wound up with all the marbles," he said.

Boycott Meetings

Skinner noted that the heads of the SIUNA fishermen's unions had boycotted the Moscow sessions.

"We didn't want to be associated with this even by attendance," said Skinner, adding, "We could see how this was going to turn out and our worst fears have been realized. This is just another sellout by the State Department."

Both Ackert and Skinner announced plans to seek government support to extend the U.S. territorial waters to the end of the Continental shelf to protect the coastal fisheries from Russian fishermen.

They were particularly disturbed that the agreement did not cover Georges Bank where, they say, the Russians have been "giving the U.S. fishermen the business."

Building Trades Pledge All-Out Aid For Program to Rebuild U.S. Cities

BAL HARBOUR, Fla.—America's 3.5 million building tradesmen will give their "full cooperation, know-how, resources and manpower" to the task that offers the greatest opportunity of their careers—the job of rebuilding American cities under new federal housing programs, President C. J. Haggerty of the AFL-CIO Building & Construction Trades Department pledged here.

"This will be a vast program unprecedented in the history of the world," Haggerty told delegates at the opening session of the department's 54th convention. "This is not a job for amateurs. The rebuilding of America will require the best talent the B&CTD and its 18 unions can mobilize," he declared.

Haggerty noted that employment of disadvantaged persons and training of youth from each affected area are "both major considerations" in the demonstration cities program. He advised local unions to "consider accepting into membership" area residents who are qualified as journeymen craftsmen, and who want to work in that capacity. He urged, too, that locals "institute learner or trainee programs for those area youths who show an interest and an aptitude."

Urban Crisis

As practical men, Haggerty said, building tradesmen have "long warned that the innumerable and complex problems facing our cities would, if unattended, explode into an urban crisis. This now has happened."

To help solve the urban crisis, "we enthusiastically supported the legislation" which helped create the new federal Department of Housing & Urban Development, Haggerty recalled. Noting that HUD Secretary Robert C. Weaver would be a convention speaker, Haggerty promised the full cooperation of the building trades in the "vast program of rebuilding our cities."

A few days earlier, he noted, Weaver announced that plans for rebuilding will begin soon in 63 demonstration cities under the model cities and housing acts. Of this Haggerty said:

"I suggest our local unions and councils make every effort to be represented on all planning committees for all phases of the program in their area."

The entire field of urban renewal and rehabilitation "will for years continue to grow . . . and the time is right now for us to get into every phase of the work as it expands." The program, Haggerty declared, "means not only a better way of life for millions of Americans" but also continued employment for present and future union members.

On the subject of situs picketing, Haggerty said the failure of

Congress to permit on-site picketing by a building trade against an unfair contractor "represents one of the sorriest demonstrations" of the failure of Congress to permit a vote on a pending bill. "I can assure you," he told the delegates, "that this department has not and will not abandon the fight."

Recognize Commitment

On the subject of the war in Southeast Asia Haggerty said that building trades delegates, as practical men, "clearly recognize our commitment in Viet Nam. They realize we are dedicated to the principle that the destructive forces of communism shall not be permitted to crush helpless people in any part of the free world."

President Johnson sent a message to the convention saying that building tradesmen can "take great pride in a long and honorable history of service to this country" and concluding "I know the nation can count on your sustained help in ensuring that the high goals we share for America are fully realized."

Talks by AFL-CIO President George Meany, SIU President Paul Hall and Weaver are scheduled during the convention proceedings.

The Atlantic Coast



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

It is not surprising that Administration figures released recently show that this country's balance of payments deficit is up for the third quarter of this year and shows every indication of going as high as \$2.5 billion dollars by the time the complete totals are in.

Once again, experimental government economies aimed at lowering the deficit appear not to have achieved their goal. Increased American-flag shipping could go a long way toward balancing this trade deficiency but there is still no inclination on the part of the White House to give this sound method a try. A closer look by Administration officials at what a revitalized merchant marine could do in this area is called for now more than ever before.

Boston

Angelos Antoniou had to leave the **Cities Service Miami** due to the serious illness of his wife. We are happy to report she is im-



A. Sawyer



J. Sawyer

proved and he will be looking for an AB's job soon. We wish her a complete recovery.

Antone Pacuinos told us he was disappointed the **Seatrain Maryland** laid-up. He had a good OS job.

Elmer "Blackie" Grose was BR on the Maryland and said he must be bad luck because his last two ships laid-up. Elmer will take the first job to hit the board.

Baltimore

Fred Lplant just arrived from Thailand and Vietnam aboard the **Carroll Victory**. A 29-year SIU veteran, Fred believes in a nice rest between trips.

Lewis Francis, AB, has been on the beach awhile and is ready for a long trip. He's a 23-year veteran.

Cuban 'Blacklist' Adds 5 Ships

WASHINGTON—Five additional foreign-flag merchant vessels have been added to the Maritime Administration's list of ships ineligible to carry U.S. government-financed cargoes because they have called at Cuban ports.

Barred in the latest MARAD report, issued last month, are the British-flag East Sea (9,679 gross tons); the Protoklitos, Cyprus (6,154 tons); the Isomeri, Finland (3,576 tons); the Aragon, Somaliland (7,201 tons) and the Lebanese vessel, Atticos (7,257 tons).

Since it was begun on January 1, 1963 a total of 216 ships of all flags—with an aggregate gross tonnage of 1,558,872—have been placed on the Maritime Administration's Cuban "blacklist." With the exception of Communist Poland, only free world shipping is covered by the reports.

Philadelphia

Edmund Abually is registered and ready to go. His last job was as bosun aboard the **Globe Carrier**.

Philip Huss has been on the beach for awhile and is now set to go again. He sails in the black gang.

Ready to go is John Shannon of the deck department. His last job was aboard the **Ames Victory**.

Puerto Rico

Work has resumed at Sea-Land terminal here after maintenance workers walked off the job to protest the companies laying off 21 workers.

Tom Rainey decided to take some time off in San Juan after a long stay as cook and steward aboard the **Borincano**. As the **Raphael Semmes** passed through on the way to the coast and Vietnam, we had a chance to say hello to George Burke, "Boots" Peura, Emil Wagner, Joe Hilton, and Joe Atchison.

Norfolk

Julian Sawyer last shipped as AB on the **Transsuperior**. After attending to some business, he will ship out shortly after the first of the year.

Alfred Sawyer, bosun on the same ship, will spend the holidays with his family and sail shortly afterwards.

Brazil Government Offers New Plan For Carriage of Nation's Exports

WASHINGTON—Apparently ending an international dispute between the United States, Brazil, and 17 shipping companies, the Brazilian Maritime Commission has proposed a new Inter-American Freight Conference which will give Brazilian and American shippers an increased share of carriage

of Brazilian export cargoes to the United States. Prior to presentation of the new Conference plan, now under study by the U.S. Federal Maritime Commission, a Brazilian Government decree allocating sharply reduced cargo quotas to American shippers had brought threats of stiff reprisal from the Senate floor and the FMC, and had aroused the opposition of many European shippers whose Brazilian export trade was also limited.

The president of the provisional committee of the proposed Conference, Amaro Soares de Andrade, explained the main objectives of the new plan: To establish 65 percent as the minimum initial quota for Brazilian export cargoes carried by the Brazilian national line, Lloyd Brasileiro, and American lines (presently consisting of the SIU-contracted Delta Lines and another company; this figure is to rise to 80 percent over the next 10 years; and to establish 35 percent as the maximum participation of European (or "third-flag") carriers at the present, and to reduce this figure to 20 percent within the next decade.

Such a system, at the outset, will provide American shippers with approximately 45 percent of the 65 percent allocation, since the Brazilian merchant fleet is currently capable of handling only about 20 percent of Brazil's exports. South American carriers

dealing with exports from Brazil, who now consist of Uruguayan and Argentinian companies only, will initially receive their share of cargoes from the percentage allotted to Brazil.

Stormy Developments

In the stormy history of the Brazilian export cargo quota system, three different plans, including the present one, have been set forth since June 1967. At that time, Admiral Celso Soares Guimares, the Brazilian maritime administrator, initiated an Inter-American Freight Conference, under which 80 percent of cargoes carried from Brazil to the U.S. would travel on ships showing the flag of those countries.

Though a few Latin American and two British lines were permitted to join the program, third-flag shippers (who had been carrying over 33 percent of such cargoes) were generally ignored in the agreement, and were assigned a 20 percent limit by the Brazilian Government.

When the European companies objected, Brazil issued a decree which stipulated that European lines—and other lines—refusing to accept the new quotas would be banned from carrying any Brazilian export cargoes. The Europeans refused to comply, and were barred from carrying any northbound Brazilian cargoes, as of August 10.

As a result, the third-flag car-

riers filed strong protests with the U.S. Federal Maritime Commission which was still studying the program. In addition, they instituted a \$72.9-million damage suit in Federal court against the American and Brazilian lines, contending that the agreement violated U.S. anti-trust laws.

The U.S. Justice and Transportation Departments also proposed the Conference on the grounds that it might be detrimental to America's commerce.

At this point, seeing that the legal hassle might obstruct approval by the FMC for years, Brazil reversed its position and reached an accord with Scandinavia but did not consult the American lines, and then infuriated the American carriers and the FMC by imposing the same "take-it-or-leave-it" restrictions on the U.S. companies.

The move brought Delta Steamship Line president Captain John Clark to complain to the FMC that the new Conference could shut United States operators out of Brazilian trade altogether.

Senator Russell B. Long (D-La.) declared that serious countermeasures would be in order unless the Brazilian stand was changed. Such countermeasures would include restrictions on imports of Brazilian coffee, a ban on Brazilian ships carrying U.S.-financed cargoes, and a review of the entire program of foreign aid to that country.

In addition, the Federal Maritime Commission considered invoking Section 19 of the 1916 Shipping Act, which would have required the Commission to take measures against ships of any nation that discriminated against American flag vessels.

Employment of such measures would have cost Brazil hundreds of millions of dollars.

Metal Trades Hold Convention; Organizing Cited as Major Goal

BAL HARBOUR, Fla.—Delegates to the 53rd convention of the AFL-CIO Metal Trades Department voted new four-year terms for their 11 top officers and set new objectives for the department's 22 affiliated unions in the fields of organization, bargaining and legislation.

President B. A. Gritta set the tone of the convention by reporting that unions affiliated with the department made sizable gains in the last two years, notably in the federal wage board or "blue collar" field, but warned that the biggest job of organizing lies ahead.

Metal Trades unions have won exclusive recognition agreements from 38 major federal installations—up 14 since the 1965 convention. But there are 400,000 still unorganized blue collar workers in the federal service, Gritta said.

He reported that the Metal Trades Dept. and its unions "established a fine record" of collective bargaining achievements, in grievance handling and in conducting leadership training programs for more than 2,000 stewards—a record achieved with the aid of the AFL-CIO unions and the federation's Departments of Organization and Education.

The convention adopted a program calling for stepped-up organizing efforts not only in the federal service but also in private industry. It emphasized that the program is capable of achievement only with the assignment of money and manpower to the job,

since the department itself has no independent organizing staff.

Labor Secretary W. Willard Wirtz, in a major speech, announced that a presidential committee which heard testimony recently on proposed changes in Executive Order 10988, governing organization and bargaining rights of federal employees is now "summing up" in preparation for submitting its recommendations to the President.

Commenting on a convention resolution charging that the Department of Labor has proposed "restrictive" regulations on the years-old system of apprenticeship training sponsored by labor and management, Wirtz said "I read your resolution" and "I agree it is wrong that your committee on apprenticeship was not consulted" before the regulations were published.

"I believe in the apprenticeship system," the secretary declared. "It's a solid achievement." Assuring the delegates that "we're going to protect the standards, the tradition and proven principles of trade unionism and of apprenticeship systems," Wirtz announced that he will meet with presidents of major unions January 6 to dis-

cuss union objections to the proposed changes.

AFL-CIO Secretary-Treasurer William J. Schnitzler reported that the federation has added more than 1.5 million new dues-paying members to its roster in the last three years—an increase of almost 11 percent.

Chairman John W. Macy of the U.S. Civil Service Commission announced that "it is only a matter of days until the basic policies for a new coordinated federal wage system" covering 700,000 government blue collar employees will be made public.

President-Emeritus Lawrence Raftery of the Painters swore in department officers for the new term. Besides Gritta, they are Secretary-Treasurer Clayton W. Bilderback and Vice Presidents Gordon M. Freeman, International Brotherhood of Electrical Workers; Gunnar Hallstrom, Pattern Makers; William A. Lazzarini, Molders; John H. Lyons, Iron Workers; Russell K. Berg, Boiler Makers; Hunter P. Wharton, Operating engineers; P. L. Siemiller, Machinists; William E. Fredenberger, Firemen & Oilers; S. Frank Raftery, Painters, all presidents of their unions.

SEAFARERS LOG

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Brazil Maritime Workers Visit SIU



Discussion of worldwide maritime industry problems was the topic of discussion at SIU Brooklyn Headquarters recently when members representing Brazil Maritime Workers Trade Unions met with SIU International Representative Charles Taibi. The unionists represented a cross-section of seafaring unions from shipbuilders' to stewards.

Five Children Perish in Fire In Condemned Migrant Shack

PILESGROVE TOWNSHIP, N. J.—Five small children burned to death in a squalid, condemned migrant-worker's shack here last week while their mother was picking leeks in a field for her employer-landlord.

The tragic example of callous exploitation of migratory laborers by employers occurred only weeks after the entire farm workers' camp in which the shack was located was condemned by state authorities.

Following an investigation by the New Jersey Department of Labor and Industry, Jill Brothers—one of the largest growers in Salem County—had been issued an ultimatum to construct new buildings at the camp by April 1, 1968, or face a \$2,000 fine.

Fined \$100

Also, the Jills had been fined \$100 on September 20 for violations in some of the run-down wooden structures which included over-crowding plus failure to provide vented heating and adequate fire resistant materials.

When he arrived at the scene of the fire, migrant labor bureau chief Charles Yersak said an inspector's report on the camp, filed October 19, did not include the fire violations and they were assumed to have been corrected. "This never should have happened," Yersak declared as he climbed through the charred ruins. "We never would have permitted this."

The five children of 32-year-old Mrs. Annie Marie Taylor ranged in age from seven months to seven

years old. Their bodies were found close to a still-burning coal stove in the bedroom. An overturned electric heating unit was on the floor nearby.

Fire Unexplained

Two migrant workers rushed to the shack when the fire broke out at 11 a.m., but were forced back by heavy smoke and flames. By the time the firemen arrived, the front half of the building where the victims were was completely destroyed. Officials were unable to explain how the fire started.

Aides of New Jersey Governor Richard J. Hughes circulated quickly through the Assembly and Senate chambers in Trenton as soon as news of the deaths reached the capital.

"If this doesn't do it, nothing ever will," one of them said as they launched a renewed administration effort for legislation to clean up the state's squalid migrant labor camps.

When Mrs. Taylor's husband, Isaac, 37, returned to the camp from nearby Philadelphia in the evening, he could just stand in front of the burned-out building and shake his head silently.

The couple have two other children who were in school at the time of the fire.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Nov. 16 to Nov. 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 | 3 | 0 | 7 | 0 | 1 | 11 | 3 |
| New York | 72 | 24 | 43 | 28 | 15 | 203 | 113 |
| Philadelphia | 6 | 1 | 2 | 2 | 1 | 27 | 8 |
| Baltimore | 34 | 15 | 20 | 9 | 11 | 120 | 63 |
| Norfolk | 17 | 9 | 7 | 4 | 15 | 38 | 23 |
| Jacksonville | 7 | 10 | 7 | 5 | 4 | 11 | 7 |
| Tampa | 19 | 8 | 4 | 4 | 0 | 19 | 8 |
| Mobile | 27 | 22 | 22 | 17 | 3 | 76 | 35 |
| New Orleans | 35 | 88 | 33 | 16 | 18 | 156 | 84 |
| Houston | 78 | 63 | 73 | 67 | 4 | 122 | 58 |
| Wilmington | 20 | 14 | 9 | 12 | 17 | 24 | 0 |
| San Francisco | 29 | 47 | 43 | 40 | 32 | 61 | 22 |
| Seattle | 14 | 15 | 4 | 3 | 8 | 53 | 11 |
| Totals | 361 | 316 | 274 | 207 | 129 | 921 | 435 |

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 | 1 | 0 | 0 | 1 | 1 | 6 | 2 |
| New York | 50 | 47 | 37 | 28 | 13 | 115 | 92 |
| Philadelphia | 3 | 1 | 0 | 4 | 2 | 12 | 5 |
| Baltimore | 24 | 18 | 15 | 13 | 10 | 56 | 81 |
| Norfolk | 7 | 9 | 2 | 2 | 9 | 21 | 26 |
| Jacksonville | 7 | 11 | 4 | 10 | 5 | 7 | 6 |
| Tampa | 6 | 10 | 1 | 4 | 0 | 4 | 10 |
| Mobile | 17 | 23 | 15 | 18 | 4 | 43 | 29 |
| New Orleans | 39 | 40 | 31 | 37 | 21 | 87 | 73 |
| Houston | 66 | 66 | 56 | 51 | 5 | 85 | 73 |
| Wilmington | 12 | 7 | 9 | 5 | 7 | 16 | 1 |
| San Francisco | 35 | 29 | 36 | 30 | 33 | 67 | 24 |
| Seattle | 17 | 10 | 8 | 9 | 8 | 31 | 15 |
| Totals | 284 | 271 | 214 | 212 | 118 | 550 | 437 |

STEWARD DEPARTMENT

| Port | TOTAL REGISTERED All Groups | | TOTAL SHIPPED All Groups | | | REGISTERED on BEACH All Groups | |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
| | Class A | Class B | Class A | Class B | Class C | Class A | Class B |
| Boston | 1 | 0 | 1 | 0 | 2 | 6 | 1 |
| New York | 41 | 12 | 21 | 15 | 12 | 165 | 35 |
| Philadelphia | 5 | 6 | 4 | 1 | 6 | 15 | 6 |
| Baltimore | 17 | 10 | 13 | 7 | 9 | 95 | 48 |
| Norfolk | 4 | 9 | 4 | 3 | 14 | 20 | 19 |
| Jacksonville | 5 | 4 | 4 | 4 | 7 | 7 | 5 |
| Tampa | 13 | 2 | 4 | 3 | 1 | 9 | 2 |
| Mobile | 28 | 9 | 18 | 13 | 5 | 73 | 23 |
| New Orleans | 42 | 25 | 33 | 25 | 21 | 128 | 87 |
| Houston | 67 | 34 | 49 | 19 | 3 | 85 | 60 |
| Wilmington | 9 | 5 | 6 | 4 | 3 | 13 | 0 |
| San Francisco | 38 | 36 | 31 | 25 | 17 | 35 | 21 |
| Seattle | 12 | 7 | 4 | 4 | 4 | 31 | 7 |
| Totals | 282 | 159 | 192 | 123 | 104 | 682 | 314 |

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

Oatmeal, that last stronghold of low-cost cereals and standby of large families, now has gone the way of the dry cereals. The supermarket shelves have become loaded with fancied-up presweetened versions containing bits of apple, raisins, maple flavor, and other ingredients. Too, you now can buy "quick" oatmeal, "instant" oatmeal and what can be described only as "instant instant."

The new pre-flavored, super-convenience hot cereals show the fallacy of "convenience." You actually can make more money stirring oatmeal than you can by going out to work. For example, ordinary Maypo oat cereal takes one minute to cook four servings. The "Instant" Maypo takes a half-minute. For four servings of the "Instant" you pay 3.6 cents more.

In case you think pennies don't count, note that the extra price for the half minute you save adds up to \$4.30 an hour compared to the typical industrial pay of \$2.80 an hour.

The addition of a few inexpensive ingredients and flavoring can quadruple the cost of your cereal—raising the price from as little as 1.2 cents an ounce to as much as 4.8. Some of the extra ingredients are even deceptive. The new Oatmeal with Apples and Cinnamon, or Raisins and Spice, actually contains more added sugar than apples, raisins or spice. This is shown in the list of ingredients (which the Quaker company puts on the bottom of the package). The added "Apples" consist of the tiniest chips

of dehydrated apples you ever saw.

The real fallacy, from your point of view, is that you are paying at the rate of 77 cents a pound for the added sugar.

You also better look at the weights and prices of all the new cereals before you grab them off the shelf. Of three packages which seem to be the same size, one may provide 8 ounces, another 10, a third 12, at prices ranging from 33 to 43 cents, and costs per serving from 3.3 to 5.4 cents. This is what they call the new math.

Comparing prices and servings at least is a little easier now. Most of the cereals now show the net weights on the front face of the package and in larger type than before.

Nutritionally, plain oatmeal does provide a little more protein than the other cooked cereals like farina, and almost twice as much as corn flakes, and three times as much per ounce as pre-sweetened dry cereals. These, without the added milk, get close to the point of worthlessness in protein value.

Otherwise, as convenience food, the private brands of some dry cereals now are less expensive than the "instant" types of cook cereals. For example, the "wheat shreds" sold by the consumer cooperative stores, come to approximately 1.5 cents an ounce, and appear to be the best value of all dry cereals, and better value than most of the new cooked types. Such shredded wheat cereal has almost as much protein as oatmeal and about one-third more than cornflakes.

Use of Convicts for Harvest Enjoined by Calif. Court

SAN FRANCISCO—Superior Court Judge Robert J. Drewes issued a preliminary injunction barring the assignment of convict labor by the state to harvest the crops of private growers.

The judge's action was hailed by State AFL-CIO Executive Secretary-Treasurer Thomas L. Pitts as a victory for both the state central labor body, which had brought suit for the injunction, and for California's "grossly underpaid farm workers."

The suit charged Republican Governor Ronald Reagan with violating the state constitution when he authorized the use of some 300 state prison convicts to harvest figs and grapes in Merced and San Bernardino Counties.

Judge Drewes agreed with the AFL-CIO's contention that Reagan's authorization of the use of convicts to harvest private crops did not follow the rules of the work furlough program.

"It does not resemble a rehabilitation program in any important respect," the judge said.

Noting that the work furlough program is one that allows an inmate to work individually and "to enjoy his freedom during regular hours of work," Judge Drewes pointed out that the state's farm program for convicts "requires that the prisoner work as a member of a gang or crew . . . under guard and isolated" from other employees.

Moreover, the judge said: "The legislature has provided that prisoners may be required to perform labor on public works and ways and in the suppression of forest fires. They may also be required to work on parks and grounds under the control of park commissioners. These activities concern the public interest. Here the state owned neither the crops harvested nor the land upon which the work in question was performed, nor did it pay the workers. The interests of the growers are private, not public, and the work performed, therefore, was not done within the meaning of" the state constitution.

Commenting on the decision, Pitts said that in view of the express language of the constitution and the "blatant irregularities" in the Reagan administration's assignment of convict labor, "I don't see how the judge could have reached any other decision."

He added that, "hopefully . . . the court's decision may help awaken California's taxpayers to the realization that any time the state or federal government abets industry or agriculture in obtaining a cheap labor force—whether they are convicts, welfare recipients or aliens—the effect is to deny jobs at decent wages to thousands of other workers, with the upshot that many of those so disemployed wind up on the welfare rolls.

Although the ruling will have no immediate effect since the grape harvest is already concluded, Pitts said that a permanent injunction will be sought to prevent the use of state prison labor in all fields.

LABOR ROUND-UP

Latest techniques in organizing and bargaining, labor and political education and civil rights were among key subjects covered at the Advanced Southern Labor School in Biloxi, Miss. The week-long school is held each year in a different city in the South. Attending this year's classes were more than 40 full-time union representatives and officials of 12 international unions as well as state AFL-CIO organizations.

Rubber Workers Local 683 in Pecos, Texas, won contract improvements totaling 43.8 cents in a three-year agreement with Automotive Proving Grounds, Inc. Union President Y. L. Dominguez said gains include a 33-percent increase in hospitalization benefits, and two additional paid holidays. Wage hikes of 20, 10 and 10 cents in successive yearly boosts were agreed to for truck drivers, tire technicians and mechanics. Car drivers and others will get annual increases of 10 cents each year, the union said.

Editor-Manager Richard H. Marriott of the Sacramento Valley Union Labor Bulletin, an AFL-CIO weekly newspaper, is likely to become Sacramento's next mayor. In the recent election, he topped all candidates for the nine-member city council in winning a fifth term. Traditionally, the council selects its top vote getter as mayor. It will choose on January 2.

Members of the Broadcast Employees returned to their jobs with the American Broadcasting Co. after ratifying a new four-year contract ending a strike that began September 22. The ratification vote, on a settlement reached with aid of federal mediators, was 906 to 260.

M. S. Novik of New York, radio and television consultant to the AFL-CIO, was honored here by the National Association of Educational Broadcasters for his contributions to the field of non-commercial radio. Announcing the presentation of a special plaque to Novik during the NAEB convention, Director Jerrold Sandler of National Educational Radio particularly hailed Novik's efforts in helping secure passage of the Public Broadcasting Act of 1967.

More than 400 members of the Machinists began their seventh month on the picket line in a strike for better wages against the Marx Toy Co. in Erie, Pa. When the strike started June 1, most workers averaged \$1.78 an hour on an incentive plan and the highest hourly-rated worker received \$2.32. The company's last offer, 13 weeks after the strike began, was a three-year contract with increases of 5, 6 and 6 cents an hour for incentive workers, 8, 6 and 6 cents for hourly-rated employees.

A Migrant Worker's Christmas



Whether on a federal or a state level, it seems more often than not to require an isolated human tragedy before the wheels of government get moving to correct outrageous situations that are otherwise either overlooked because of political pressures, or dealt with in such lenient fashion as to let greedy employers off with no more than an unfelt token fine or slap on the wrist.

A shocking case in point is the unnecessary fire which last week snuffed out the lives of five children from one family in a previously-condemned migrant farm workers' camp in New Jersey. The youngsters were trapped by flames that engulfed the four-room, ramshackle wooden shack they shared with their parents and two other children. Their mother was picking vegetables in a nearby field at the time.

Only two months before, the Jill Brothers—one of the largest growers using seasonal migrant workers in the area—had been fined a piddling \$100 for flagrant fire violations which endangered the lives of all in the run-down camp, and told to correct them at once. The Jills were also ordered to rebuild the camp by April of next year under threat of \$2,000 in fines by the state's Department of Agriculture.

Under a system where farm workers are the only group of employees in America not covered by the National Labor Relations Act and largely excluded from wage and social security laws, they are easy victims for the big farm owners who consider them expendable. With no union representation to protect them through collective bargaining, the migrant farm workers and their families are defenseless against exploitation. As long as they face no penalty for their actions beyond minimal fines which they can easily absorb, the growers can continue unscrupulous exploitation of these seasonal migrant employees virtually unchecked.

Only after the five children of Annie and Isaac Taylor paid with their lives did it come to the attention of New Jersey authorities that the fire violations found at the Jills camp had not

been corrected as ordered. Because they were not listed on a subsequent inspection report, they were assumed to have been corrected—until tragedy struck.

A new investigation was immediately ordered by the Governor and laws to clean up squalid migrant labor camps were again indignantly called for by concerned state legislators and citizens alike. Perhaps if sustained effort is continued after the initial anger and shock over these wasted lives fade, New Jersey may succeed in curbing the callous negligence of the growers, but until migrant workers are granted equal status with the rest of the labor force by the federal government, their nationwide despair will persist.

"This never should have happened; we never would have permitted this," said the head of the New Jersey migrant labor bureau as he examined the ruins of the Taylors' shack.

No, it should not have happened. If farm workers had the basic legal right to organize and bargain collectively with their employers it needn't have happened. With active union protection they would no longer have to live in firetraps without recourse, or struggle along on little more than a third of what the average factory worker earns, or have to scratch out their very existence without jobless benefits during the frequent periods of unemployment which accompany seasonal work.

The AFL-CIO and the labor movement in general has long sought recognition for these citizens and will continue to do so until the goal is realized.

However, the sad fact remains that while those of us who are fortunate enough to enjoy our full rights as Americans prepare for the festive Christmas season ahead, there will be no happiness in what remains of the Taylor family and very little for others like them for whom similar tragedy looms in every tomorrow. It will remain there until the plight of the migrant farm workers is realized by all of their fellow citizens—both in and out of government—and eliminated.

U.S. Runaway Shipowners Use Same Tactics

U.S. Runaway Companies Jump Border To Exploit Low Wage Scale in Mexico

U.S. runaway ship owners who bolt the U.S. flag in search of cut-rate runaway ship havens such as Liberia and Panama, have their counterparts in U.S. companies who jump the Mexican border to exploit low wages for greater profits. AFL-CIO Research Director Nathaniel Goldfinger recently reported that the "mushrooming problem of border-jumping runaway industries is a cause of 'increasing concern' to the U.S. labor movement.

The AFL-CIO, he noted, has called on federal agencies to refuse assistance and advice to runaway operations that result in the loss of jobs by U. S. workers.

Growing Practice

Goldfinger's statement called attention to recent reports that U. S. firms are setting up operations across the border in ever-expanding numbers.

In April 1967, the Labor Department listed 33 U. S. firms operating in Mexico. A recent New York Times article said more than 70 are now there. The AFL-

CIO Department of Research suggested that the figure may exceed 100.

Most runaways go into Mexico under the Mexican government's National Frontier program, set up in 1961 but activated only two years ago, which gives them tariff-free privileges on imports (machinery, raw materials and semi-finished goods) provided they export their finished product.

The product is then shipped back into the U. S. under a tariff code that requires the producer to pay duty only on what is termed "value added," meaning the low-cost Mexican labor.

The AFL-CIO Executive Council, urging Congress to amend the code to eliminate this advantage,

warned that it is helping to destroy jobs of U. S. workers with no clear long-run benefits to Mexico's economy.

The program is tailor-made for a company to install only a part of its manufacturing process in Mexico—one that calls for hand work, unskilled or semi-skilled labor. Electronics, apparel, wood and furniture companies have been quick to take advantage.

Huge Investment

Vision Letter, a publication widely circulated throughout Latin America, has noted that U. S. food processors also are crossing the border. It lists Heinz, Campbell's, Del Monte and Green Giant as "some major brand names with interests in Mexico."

The newsletter reported that U. S. plants in Mexico so far "represent an investment of about \$8 million," with the figure steadily climbing. It cited as an example Transiron Electronic Corp., of Wakefield, Mass., which it said is about to open a new \$1.5 million plant in Nuevo Laredo.

Among other U. S. firms known to have set up plants in Mexico are Litton Industries Inc., Fairchild Camera & Instrument Corp., Raytheon Co., Hughes Aircraft Co., Kayser-Roth Corp., Sarkes Tarzian Inc. and A. C. Nielsen Co., the TV-rating and marketing services company.

Senate Passes Strong Meat Bill By 82-2; Measure Goes to House

WASHINGTON—A strong meat inspection bill which would at last assure consumers that all the meat they buy measures up to federally-set quality standards was passed last week in the Senate by a roll-call vote of 82-2. The only dissenters were Democrats Richard B. Russell and Herman Talmadge of Georgia.

The Administration-backed bill was then returned to the House which voted to name conferees to meet with their counterparts in the Senate to iron out differences between measures passed by the two houses.

Despite House insistence on the joint talks, Representative W. R. Poage (D-Tex.), chairman of the House Agriculture Committee,

predicted passage in the revised form. Even opponents of the Senate version believed that nearly all of its provisions would prevail in conference.

Although the Senate bill will take up to two years to become fully effective, it goes well beyond the previously-passed House measure which provided a 50-50 cost sharing basis whereby states and the federal government would finance the "voluntary" upgrading of state inspection of meat sold wholly within state borders. Only meat sold interstate now is inspected by the federal government.

While retaining the cost-sharing feature, the Senate bill makes it mandatory for states to provide intrastate meat inspection equal to federal standards within two years or face a federal takeover. Also, if any state fails to respond to warnings from the U.S. Agriculture Department, the Agriculture Secretary could take action against an intrastate plant known to produce dirty meat in unsanitary conditions, confiscate the unwholesome product, and seek an injunction to close the plant as a menace to public health.

Continual Review

Governors would have the option of waiving the time limit and letting the Department of Agriculture move in immediately.

Authority would also be extended to the Agriculture Secretary to continuously review state systems before and after they meet federal standards—including access to all plants to examine records and collect samples for analysis—and invoke federal jurisdiction where standards are not maintained.

An amendment covering imported meat was added to the bill which would require annual reports by the Agriculture Department on compliance with U.S. federal standards by foreign meat producers exporting meat to this country.

Receives First Lakes Vacation Check



John Weglian (left) receives the first SIU Great Lakes District vacation check which was issued by patrolman Donald Cubic. Presentation was made in Detroit hall. Weglian sails as a chief steward.

The Pacific Coast

by Frank Drozak, West Coast Representative



The Reagan Administration's "protect the rich, skim the poor" program has been dealt a defeat by the State Supreme Court. The court ruled by a 5-2 vote that the Administration's cutbacks of \$219 million in Medi-Cal were illegal.

This upheld the decision by Sacramento Judge Irving H. Perluss prohibiting substantial reductions in Medi-Cal services that had been ordered by State Health and Welfare Administrator Spencer Williams. Governor Reagan expressed his "disappointment" over the ruling.

The court held that the Health and Welfare Administration cut back the level of services to Medi-Cal's 1.9 million recipients without first considering the medical-ly indigent. The cuts ordered by the Reagan Administration on September 1 included a limitation

of hospital stays to eight days.

Also included in the Medi-Cal cuts were: psychiatric care, dental care, except to control pain or treat infection, hearing examinations, all non-lifesaving surgery and drugs, speech and physical therapy, chiropractic care, eye refractions and eye glasses, wheel chairs, artificial limbs and other prosthetic devices.

Wilmington

Shipping has been excellent for the past two weeks. We have eight ships in transit and paid-off one vessel.

Sam Drury hopes to be FFD soon. His last job was aboard the Columbia Victory. Sam sails as chief electrician.

Fred Lynum is presently registered and looking for a cook's job. He shouldn't have too long a wait.

The SIU sponsored a Thanksgiving dinner at the Persian Room. Many members and their families attended.

San Francisco

Shipping remains good here and we paid-off and signed-on the San Juan, Delaware, Norberto Capay, Seatrain Ohio, Oceanic Tide, Steel Designer, Young America, and the Eagle Voyager.

The Beaver Victory and the Southwestern Victory are crewing up.

Seattle

Shipping tapered off a little during the last period, but we think it will get better during the next few weeks.

W. McBride was bosun on the Seatrain Texas before piling off to take vacation. A 20-year SIU man, he sailed seven months on the Seatrain Texas.

Juan Mojica hated to leave the Venore after a good trip as steward, but he had some personal business to attend to. Juan said he hopes his next ship is just as good.

Sonar Detector Zeros In On 2,000 Year-Old Vessel

PHILADELPHIA—The wreckage of a Roman wine-carrying ship that sunk mysteriously more than 2000 years ago has been found in 300 feet of water off the west coast of Turkey by an archaeological expedition using sonar devices.

The discovery of the ship sounds something like the solving of a good mystery. The first clue that there was a sunken wreck came in 1963 with the finding of a statue of a Negro boy that probably dates back to Hellenistic times. When Dr. George F. Bass, a scuba diving archaeologist, heard what Turkish sponge draggers had come up with, he reasoned there was a sunken boat in the area, as no one would throw a valuable statue into the sea.

Dr. Bass, who is assistant curator of the Mediterranean section of The University Museum of the University of Pennsylvania, set out to find it. The spot where the statue had been located is 15 miles north of Yassi Ada (Flat Island), which is between the Turkish mainland city of Bodrum and the Greek island of Kos.

Dr. Bass used a side-scanning sonar device which was lowered to the sea floor where the bronze statue had been found and pulled along the sandy bottom by means of a cable attached to a trawler. The electronic instrument emits sound waves, at frequencies of 5,000 to 20,000 cycles per second,

traveling at the rate of 1,600 yards per second.

As soon as the instrument recorded five distinct bumps along the bottom of the sea, the archaeologist used the University's two-man submarine. The 16-foot midget sub is named Asherah, after the Phoenician sea goddess. The craft can go down to a depth of 600 feet and the expedition had no trouble finding the sunken ship. Tiles that Dr. Bass thought were part of the roof of the ships' galley were clearly visible.

Lying near the ship was a large water jar and other pieces of pottery. The ship itself is hidden under thick layers of sand, but its outline is unmistakable.

Salvage attempts were deferred until 1969 because of the complexity of the task. The expedition, composed of about 45 persons who are mostly graduate students at the University of Pennsylvania, has used sonar to explore another area of the Aegan near Mamaris, off the southern coast of Turkey. Sponge draggers there turned up the bronze bust of a woman, possibly the goddess Demeter. Sonar indicated 15 bumps, but further exploration has been deferred to some future date.

Turkey Day with the SIU



THE SIU this year continued its annual tradition of providing Thanksgiving dinner for Seafarers, their families and friends. SIU halls in all ports joined in the celebration with festive decorations and a complete holiday feast which was thoroughly enjoyed by all.



Seafarer John Shearon, Jr. was accompanied at Norfolk hall by (l-r) his mother, Mrs. Shearon, Sr., Mrs. Gardner, and his sister, Pat Shearon.



Enjoying dinner at Norfolk hall are Miss Narcise Rivera (far left) with Seafarer and Mrs. Olario. Brother Yasmont Somani and Mrs. Somani are seated on the right with their daughter, Jasmin.



Arriving at the SIU hall in New Orleans, veteran Seafarer J. Molina and wife enjoyed an excellent meal with other SIU couples and guests.



Brother William Howell eats with family in Norfolk. From left are: Bonnie, Mrs. Howell, Ann, Howel, Kimberly, Bill Jr., and Miss Beverly Delk.



Miss Stella Lopez receives pineapple from A. Surez at New York hall. Fruit was just a small part of the traditional feast served to SIU members and guests.



Seafarer and Mrs. Lloyd J. Wetzel wait to sign guest list at New Orleans hall with sons (l-r) Wayne, Leon and Jules and daughter and son-in-law, J. Wayley.



The Anderson family enjoyed holiday meal in Norfolk. From left are Tony, Dorothy, Mike, A.O., and Eugene. Anna and Glenda sat by Joseph Elkins and wife, Hilda.



Seafarer G. W. Flint and wife (at left) relax with friends at SIU hall in New Orleans after finishing a fine turkey dinner complete with all the trimmings.



Happy faces of Seafarer Jerry Ange and family show how they enjoyed day at Norfolk hall. From left are his mother, Agnes; Michele and Evelyn, and Mrs. Ange.



Seafarer Lawrence P. Hogan finishes coffee with his wife, Ada, after Thanksgiving dinner at SIU hall in Brooklyn. Some of many children present are in rear.

Receives Death Benefit Check



Mrs. Rachel Scales, mother of late Brother Irving Bickford, receives \$4,000 SIU death benefit check at her San Jose, Calif., home from San Francisco Union Representative Walter Reidy. Irving, 40, was bos'n on Overseas Evelyn prior to his death at USPHS hospital.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Two Cuban refugees stowed away on the Del Sud recently, and were discovered only after the ship had left Rio de Janeiro, on its way to the United States. Upon reaching New Orleans, the Cubans were taken into custody by immigration officials who finally determined that the refugees would be allowed to stay in the U.S. Before that decision was reached, however, one of the Cubans, a 25-year old seaman, cut his arm in an escape attempt.

New Orleans

Seafarer Ray Miller, a native of New Orleans, is comfortable on the beach for the time being. Miller usually sails as third cook, but on his last outing aboard the Yellowstone, he sailed as saloon messman and bedroom steward.



Davis Markris

Oiler Irving Futterman recently spent a couple of months on the Carroll Victory. He classed the Carroll Victory as a good ship and one he hated to leave. Brother Futterman is now looking for a short trip to the West Coast, preferably to San Francisco.

When Brother George C. Davis goes, he likes to ship out for a good long haul. His favorite runs are to India and the Far East. His last venture was as chief cook on the Rambam, which voyaged to Bombay on a wheat run. Davis has made his home in New Orleans since 1949.

Mobile

Bosun Luther V. Myrex is currently enjoying a stay at his home in Mobile with his wife and family, which includes a new baby. Brother Myrex recently sailed as bosun on the Walter Rice.

Having last sailed as deck maintenance for about a year on the Erna Elizabeth, Seafarer John R. Rambo has been shipping out of the Gulf area since around 1947, mostly as bosun or deck maintenance. His home is in Mobile.

Joe Hearn, who has been sailing out of Mobile for about 20 years in various engine ratings,

last was on the Penn Transporter as FWT on a trip to India.

Brother George W. Murrill is presently registered in the engine department and ships from Mobile. George has been shipping with the SIU since its inception. He prefers short runs and recently sailed as oiler on the Claiborne. After a seven-month stay on the Fairport as baker, Brother Chris A. Markris is relaxing at home in Mobile. He has been shipping from the Gulf area for many years and will be ready to go again right after the first of the year.

The beach is small here and shipping is good. The Sagamore Hills was laid up for a short time.

Houston

Brother John Rowell is presently laid up in the USPHS hospital in Galveston. Here's hoping he comes out soon and gets back to shipping.

John Moore, who sails as AB, has been looking around for a job on a tanker.

Seafarer Joe Matejek, who's now chief engineer on the tug Laura Hayden, recently received his license and was around the hall to see his friends. He says he feels better now with his chief engineer's license in his pocket and adds that everyone should take advantage of upgrading now.

Senate Votes 15% Social Security Hike By Overwhelming Margin of 78-6

WASHINGTON—The Senate voted 78-6 approval of a bill raising social security payments by at least 15 percent for the nearly 23 million persons receiving old age survivors' benefits.

Those receiving the lowest benefits would get considerably bigger percentage increases under the Senate measure. The minimum would rise from \$44 to \$70 for a single worker—a 59 percent jump—and from \$66 to \$105 for an elderly couple.

The Senate also dropped most of the punitive public welfare restrictions which had been voted by the House and adopted an amendment which could lead to lower prices for prescription drugs.

In a key 58-22 vote, the Senate beat down a Republican motion to substitute the less generous, more restrictive House-passed bill for the labor and Administration-backed bill.

AFL-CIO President George Meany termed the Senate-passed bill "substantially better—in every important category—than the bill passed earlier by the House."

It has "a better benefit structure, sounder financing, more humanitarian welfare provisions, somewhat better medicare provisions and considerably improved Medicaid."

The AFL-CIO is "particularly pleased that the Senate has restored President Johnson's recommendations for increased social security benefits," Meany said.

Urge Prompt Action

"We urge the conference committee to move speedily to an agreement that will give America's social security beneficiaries the protection they need and the entire American social welfare structure the strong base that our nation should have.

"While the AFL-CIO applauds the Senate action," Meany stressed, "we must insist that it is only a down payment on the kind of social security protection America should have. We will not cease fighting for improvement until we have reached that goal."

The House bill provided a 12.5 percent general increase and only a token improvement in minimum benefits. It also set a ceiling on the federal program of aid to dependent children and required mothers of small children to take jobs or job training or lose all welfare payments.

A House-Senate conference committee will have the assignment of reconciling the major differences between the two bills and both the House and the Senate will have to approve the final version before it becomes law.

The Senate bill would pay for the social security improvements by raising the wage base on which

employers and workers pay social security taxes. It would mean higher payments from higher-paid workers, but it would also mean that on retirement their social security benefits would be considerably higher than under present law.

Starting in 1968, the Senate bill would tax up to \$8,000 of a worker's wage, as compared with \$6,600 under present law and \$7,600 in the House bill. While the House proposes to keep the wage base at \$7,600, the Senate provides a two-step increase to \$10,800 by 1972.

The Senate voted to allow persons over 65 to earn up to \$2,400 a year without loss of social security benefits. This compares with \$1,500 under present law and \$1,680, effective in 1969, in the House bill. It also voted to let men have the privilege now limited to women of retiring at age 60 with a reduced benefit.

It eased the welfare restrictions by exempting from the compulsory work provisions mothers of pre-school children and specifying that mothers of children in school could only be required to take training or jobs during school hours.

The Senate also voted to require all 50 states and the District of Columbia to provide welfare assistance for dependent children, even when there is an unemployed father in the home. Twenty-three states and Washington, D. C., now prohibit aid to children when there is a "man in the house" and this rule has been blamed for encouraging desertions of families so that children can obtain welfare.

The fiercest Senate battle came over an amendment by Senator Russell B. Long (D-La.) to en-

courage prescription of drugs by less costly generic rather than brand names under the Medicaid program.

Medicaid is the joint federal-state program which provides a broad range of medical services for low-income persons of all ages.

Long's amendment, bitterly fought by lobbyists for the drug industry, would instruct the government to test and grade all drugs and determine whether a lower-priced drug is as safe and effective as a higher-priced brand-name product.

If it is, government payments for drugs prescribed under the Medicaid program would be limited to the price of the generic product. The list of drugs would be issued in 1970.

Struggle Ahead

The proposal carried, 43-37, but faces a battle in the House-Senate conference.

Although the social security bill covers a number of welfare and medical assistance programs, only direct social security benefits are financed from the trust fund in which social security payroll taxes are deposited. The welfare programs are financed by general appropriations from the treasury.

In a rare departure from its budget-cutting mood of recent months, the House voted down, 203-141, a motion to cut the authorization for the Peace Corps from \$116 million to last year's ceiling of \$105 million. The bill was then sent to the White House.

The economy bloc was in full control, however, when the House disregarded President Johnson's warning that it was making a "serious mistake" and voted to trim foreign aid spending to \$2.2 billion—the lowest figure in 20 years.

Romney Makes Himself Clear On Position Against Unions

In almost identical language, Michigan's Governor George Romney and U. S. Chamber of Commerce President Allan Shivers charged that the American labor movement has become too powerful.

Romney, a leading contender for the Republican presidential nomination, spoke at the University of Denver Law School.

Shivers, a former governor of Texas, spoke to an oil producers' convention in Houston.

The Denver Post said Romney, former head of American Motors, charged that U.S. labor unions have become so powerful they may wreck the economy.

"In our desire to help the working man overcome his difficulties," Romney said, "we have done what we often do. We've gone overboard."

As a result, Romney contended, unions are acquiring "monopolies" over labor and "this threatens our whole economy."

Shivers likewise spoke of the "old concept of labor as an underdog" which led to laws protecting the rights of workers to organize and bargain collectively. Now, he said, there is need to curb

"the monopoly power of unions."

Romney, in the portion of his speech reported by the Denver Post, did not say what he wants done to curb the "power" of unions. But Shivers was explicit.

The national Chamber of Commerce, he said, "has devised a labor reform package which would rid us of a 30-year accumulation of abuses."

He said the "key" element of the chamber's program "is to reform the National Labor Relations Board by turning over its judicial authority to the courts."

Shivers said that with labor "power" thus curbed, there would be "rules worked out to immunize the public welfare against labor trouble without any help from government." The end result, he said, would be "a completely united economic family" in which labor would have learned the advantages "of being a better all-round partner in the business enterprise."

SIU WELFARE, VACATION PLANS

September 1 - September 30, 1967

| | Number of Benefits | Amount Paid |
|--|--------------------|------------------------|
| Hospital Benefits | 4,812 | \$ 57,339.37 |
| Death Benefits | 27 | 63,074.07 |
| Disability Benefits | 1,068 | 190,063.00 |
| Maternity Benefits | 27 | 5,400.00 |
| Dependents Benefits (Average \$202.39) | 453 | 91,629.25 |
| Optical Benefits | 158 | 2,402.87 |
| Out-Patient Benefits | 4,819 | 38,368.00 |
| Vacation Benefits | 11,364 | 448,276.56 |
| Total Welfare, Vacation | 1,716 | 719,807.30 |
| Benefits Paid This Period | 13,080 | \$ 1,168,083.86 |

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Another season is about to close here in Detroit and many ships are already laid-up. The weather was mild here, until the recent sub-zero temperatures that hit the upper lakes. This is a sure sign the lay-up season is here.

During the last few weeks, we've had plenty of slots open for deckhands. There is no shortage of AB's or FOW's, except on Reiss vessels, which are registered in Ohio. In that state, seamen are not allowed unemployment benefits during the winter.

Cleveland

The first ship to lay-up in this area is expected to be the *Joe Morrow*. We believe some six or eight ships will winter here.

About 600 men have been cleared to ship from this port. This has been a banner year for shipping and the figure could have been higher if we were able to fill all the jobs that were called. Replacement calls are still coming in, but most men are heading for the coast or finding jobs in town for the winter.

Duluth

Larry Curnow received his AB's endorsement with the help of the Duluth upgrading school and is now temporary wheelsman on the *George Steinbrenner*.

No Inland Waters User Tax Slated, Senator Declares

CHICAGO—The Senate Finance Committee has no plans to consider any proposal for user fees or taxes on the nation's inland waterways. Senator Fred R. Harris (D-Okla.), reported to a recent meeting of the National Waterways Conference.

The Senator, a member of the finance committee, said that he "trusts the committee will develop no such plans." Addressing the 250 persons attending the meeting he declared that "navigable waterways are a major contributor to regional economic development in the United States because they extend the advantages of ocean ports some 9,000 miles through interior America."

The legislator pointed out that navigable waterways had created highly attractive industrial sites where such waterways converge with vital rail and highway routes.

In the 25-year period ending in 1965, private industry invested about \$1.3 billion in 190 waterfront plants and terminals. In 1965 alone, nearly \$500 million in added value was generated by the waterfront manufacturing plants, which employed more than 30,000 persons," Harris said.

The projected increase in population and estimates of future transportation needs indicate that the freighting requirements of the nation will double "within the lifetime of most people alive today," the Senator remarked.

"It is reasonable to suggest," Harris continued, "that the appropriate question is not, 'Can this nation afford to develop waterways?' but rather, 'Can this nation afford not to develop waterways?'"

Clayton Ward, wheelsman, is in St. Mary's Hospital, Superior, Wisconsin. We wish him a fast recovery.

Charles Burt and Martin Trieschmann, who sail in the engine department, are back from the west coast.

Paul Tietjen and Philip Minch are the last of the Kinsman fleet taking on a load of grain for lay-up.

Buffalo

There is still a lot of grain to be brought into this port. However, all eight ships in the Kinsman Marine Transit fleet are in for lay-up.

All have storage grain with the exception of the *Paul Tietjen* and *George Steinbrenner*. These ships unloaded and laid-up for repairs to be made over the winter. Shipping is slowing down and the filing for vacation pay is booming.

Chicago

Although we are only three weeks away from having vessels in this area laid-up, jobs are still coming in at a steady pace.

Some men are heading for the coast, like *Perry Spilde*, a steady shipper on salt during the winter. No definite date has been set yet for lay-up. The companies will probably try to run cargo until the last minute, as usual.

Extensive work is being considered for the Calumet River from 95th St. to the Calumet Harbor. A new food storage and shipping plant is being erected at the site and it is hoped the project can be completed by mid-1968. Some three square miles of shallow lake around the warehouse area will have to be dredged, for barge operations.

Our IBU members should have all the work they can handle this winter.

Presidential Task Force Cites Crisis

Govt. Panel Urges Sweeping Reform In Quality of U.S. Medical Care

WASHINGTON—The declining quality of American health care has resulted in recommendations by the National Advisory Commission on National Health for sweeping reforms in health care, medical schools, hospitals, health insurers, and in the licensing of physicians.

The 15-man commission, which included eight doctors, was appointed by the President to study the needs of the nation's health services, and has been conducting its comprehensive survey since May of 1966. Its members also include AFL-CIO Vice-President Joseph A. Beirne—representing labor—plus three businessmen and three educators.

Although high costs, laxity, and a shortage of hospital beds and manpower are big problems, the commission emphasized that fundamental changes in the basic system by which medical care is dispensed should be the primary goal to insure equal availability of adequate care to all segments of the population.

Among suggested changes were added federal funds as an incentive to hospitals, medical schools, health research, medical students and special programs for the "disadvantaged."

Also proposed, to insure continued competence of physicians, was a periodic re-licensing of doctors and routine review of their performance by panels of their peers within the community. Added to this would be a strict requirement by government programs that doctors curb bill-padding, unnecessary services and poor quality care.

Greater emphasis by health insurance plans on outpatient care was recommended as a good way to relieve the strain on existing hospital facilities.

Financial Burden

Outstanding symptoms of the health care "crisis," the group found, were long waits to see a doctor, rushed and impersonal attention, obsolete hospitals in metropolitan areas, and such "sharply-rising" costs that they "already prohibit care for some and create major financial burdens for many more."

Revisions in medicare and medicare payments procedures by the government were advised to encourage more efficient opera-

tion of hospitals and other health-care institutions, and more severe penalties for those who waste federal funds called for.

The report scored the "uneven distribution of care," shown in U.S. health figures on the rural and urban poor and migrant workers, as similar to that which might be found in the statistics "of a developing country."

Top priority must be given to improving medical care for the poor and the needy, it said. Programs in this area, both government and private should be "markedly expanded with recognition of the problems of this segment of the population."

In dealing with the "crisis in American health care," the commission found that even vast increases in money and manpower would be of little use unless the system itself was changed.

"Because the present system channels manpower into inefficient and inappropriate activities, added numbers by themselves cannot be expected to bring much improvement," the report declared.

Little Personal Care

In presenting the report to the White House, commission director Dr. Peter S. Bing stated that this country faces a paradox in which a medical care crisis persists even though the number of doctors and hospital beds is in-

creasing faster than the population. He pointed out that the greater demand, the increasing complexity of medical and hospital practice, and the growing tendency toward medical specialization, produce shortages in personal care.

The report added that in this pinch between demand and available supply, costs will rise sharply if changes in practice are not made. It estimated that under the current system health expenditures for the nation will rise by more than 140 percent in the decade ending in 1975 and hospital costs will rise by 250 percent. During the same period, however, the cost of living is only expected to go up 20 percent.

Irwin Miller, chairman of the commission and board chairman of the Cummins Engine Company of Columbus, Ind., noted that while the nation has had tough medical problems to solve until the present decade, "from here on out we probably have catastrophes to prevent."

In accepting the report, President Johnson said it would be required reading for his Cabinet members and that he would ask all government departments concerned with health care to evaluate the recommendations and report back to him with full comments.

SIU Engineers Upgrading Program Prepares 200th Licensed Seafarer

(Continued from page 3)

engineers the school is turning out in ever increasing numbers.

Riggins was born in Monongah, West Virginia, but he and his wife, Jean, now have a home in Virginia Beach, Virginia.

Spencer forecast a bright future and continued growth for the engineer's program which was inaugurated early in 1966. The school's quarters in Brooklyn have just undergone renovation and new equipment is on order to accommodate expanding classes.

In addition to the 200 men who have gained their original engineer's licenses from the ranks of SIU Seafarers, 176 MEBA District 2 Engineers have also upgraded themselves to higher engineer's ratings with the aid of the program.

Seven other Seafarers who passed their Coast Guard exams before the total of 200 was reached have also received their engineer licenses as a result of the training offered by the school.

James Reaume is a new third assistant engineer. Born in Canada, the 45-year-old Seafarer now lives in Monroe, Mich. Formerly a FOWT, he joined the Union in 1963 in the port of New York.

Paul Brinson is 49 years old and joined the SIU in 1939 in Tampa. A new third assistant, he sailed as FOWT. Brinson was born in Cairo, Ga., and now makes his

home in the state of Florida.

Richard Carter received a third assistant's license after sailing as FOWT. A native of Alabama, he lives in Tampa, Fla. Carter joined the SIU in Tampa in 1956. He is 39 years old.

Lucien Butts is a new third assistant. Butts was born in New York City, where he still resides. A former fireman and oiler, he is 51 years old and joined the Union in 1964 in New York.

Alfred Kastenhuber received a second assistant's license. He is 33 years old and joined the Union in New York City in 1964. A native of Austria, he resides in Orlando, Fla. He formerly sailed as a pumpman and FOWT.

Isabel Hernandez, is 37 years old, is a former FOWT who joined the SIU in Houston in 1961. Born in Donna, Texas, he now lives in Brownsville, Tex. Hernandez received a third assistant's license.

Eschol Graham is a third assistant engineer. He was born in Georgia and lives in Jacksonville, Fla., where he joined the SIU in 1962. Graham is 38 years old and sailed as FOWT.

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

At Home with the LOG



Retired Seafarer Lawrence P. Hogan relaxes with copy of the LOG at Brooklyn home where he lives with his wife Ada. Brother Hogan, 70, sailed in deck department and made his last trip on a Long Lines cable ship from Germany to Baltimore. The veteran Seafarer recalls World War II trips on dangerous Murmansk run as most memorable in career.

Seafarer to Ride Waves Full-Time After 40-Years of Riding the Nags

Seafarer Mac McQuarrie who has spent most of his life either riding the waves or riding the nags, has decided to call it quits on his harness racing career and devote full-time to the sea.

McQuarrie had been a fine harness racer and trainer for some 40 years, prior to his retirement.

Most of his racing has been in the Midwest, particularly his native Michigan. "I was always hanging around the fairgrounds in Standish, Mich., my home town. I became interested in horses as a little kid, got a groom's job in 1928, then moved up to driver and later, a trainer," McQuarrie said.

Mac, as he's known to friends, was the leading driver at Jackson Raceway from 1953 to 1956 and in 1960 and he led drivers at Northville Downs in 1962. He has handled horses at every Northville Downs meeting since the track pioneered night harness racing with parimutuel betting in 1944. He was honored at Northville when the eighth race was named in his honor.

His retirement was hastened by a broken hip, sustained in a racing accident last summer.

However, the 54-year-old AB will continue the sailing career that began with service in the Pacific area during World War II.

Because the horses pass the grandstand more often and the driver "has to be clever to keep the horse on his gait," Mac believes harness racing might be more enjoyable than flat racing. One main difference between a trotter and pacer, Mac pointed out, is the diagonal gait of the trotter, compared to the pacer's parallel gait.

Won Stakes Races

Mac has had no small measure of success in his racing career. He has won the Illinois State Fair Stakes race ten times, plus eight victories in the Hanover-Hempt,

HALAULA VICTORY (Isthmian), November 5—Chairman, P. Livingston; Secretary, Harold D. Strauss. No beefs and no disputed OT reported by department delegates. Fine chow and good service.

OAKLAND (Sea-Land), October 22—Chairman, A. Panagopoulos; Secretary, Eddie Bonfont. Brother F. Aponte was elected to serve as ship's delegate. Motion was made to find out why these ships don't pay the same scale wages as do the mariner type ships. Motion made to contact Union and see if they can put through an amendment to the shipping rules so that book members can have preference regarding watches when shipped out together with B and C Men.

DIGEST of SIU SHIP MEETINGS

ALCOA COMMANDER (Alcoa), November 22—Chairman, Q. P. Bailey; Secretary, John Waith. Brother Lewis P. Ledingham was elected to serve as ship's delegate. Vote of thanks was extended to the steward department for a job well done. Few hours disputed OT in deck and engine departments. Motion was made to write a letter to Headquarters regarding the contract agreement.

STEEL NAVIGATOR (Isthmian), November 12—Chairman, H. M. Glossop; Secretary, Fred Morris. \$23.00 in ship's fund. No beefs were reported by department delegates. Crew in good spirits.



Since starting as groom in 1928, Mac McQuarrie, in racing outfit, estimates he's had 10,000 races.

four wins in the Hanover-Filly, six victories in the American National, and four each in the Bloomsburg Fair and Batavia Downs Stakes.

His record, as listed by the Harness Racing Institute, shows 64 stakes wins. Since 1946, he has won 695 races and picked up over half-million dollars in prize money. His fastest race, he recalls was 2:02 at Northville Downs, aboard Billy Ellamore. Mac also remembers Millie Flip Flop, the first winner he had. The time was 2:16, at Harrison, Mich.

"I've raced against many lead-

ing drivers," Mac recalls, "men like Stanley Dancer, Del Insko, Bill Houghton, and Bill Miller. I have never really kept track of my record, but I think I've had about 10,000 races since I started."

He believes his biggest victory came not in the U.S., but behind the Iron Curtain in Budapest, Hungary. "I won a two-year old trot there in 1948. The purse, in American money, was about \$30,000. The name of the horse was Indian Boy," he recalled.

Not all his experiences behind the Iron Curtain were pleasant, however. Officials of the Hungarian Trotting Association approached McQuarrie about the shipping of 16 American horses to Hungary and he agreed to take charge of the shipment and spend six months there training horses.

Hungary, however would not permit its money to leave the country, so a Hungarian racing man in New York, Max Vas, paid \$45,000 of his own money for the horses in the U.S. and was to be reimbursed back in Budapest. Vas wound up \$45,000 poorer.

Because of his fondness for the Hungarian people, Mac discovered that the Hungarian authorities had an eye on him. One day, on the way to the track he saw the bodies of six people hanging from a tree, including one person he recognized. Mac then made up his mind to leave Hungary and return to the United States.

SIU ARRIVALS

Tommy John Sanchez, born September 12, 1967, to Seafarer Heraclio and Mrs. Sanchez, Detroit, Michigan.

Pedro Gonzales, born March 12, 1967, to Seafarer Gilbert R. and Mrs. Gonzales, San Antonio, Texas.

Irene Harriette Dongen, born to Seafarer Isidore and Mrs. Dongen, Brooklyn, N. Y.

Leticia Camarena, born July 23, 1967, to Seafarer Camilo and Mrs. Camarena, Houston, Texas.

Annette Velazquez, born March 14, 1967, to Seafarer Eusebio and Mrs. Velazquez, New Orleans, Louisiana.

Karl Sven Vinson, born June 24, 1967, to Seafarer Glen E. and Mrs. Vinson, Prichard, Alabama.

Michael McTavich, born September 20, 1967, to Seafarer Robert John and Mrs. McTavich, Sugar Notch, Pennsylvania.

Steven Robert Brockett, born October 14, 1967, to Seafarer Clarence R. and Mrs. Brockett, Hanover, Maryland.

Anita Marie McKay, born October 21, 1967, to Seafarer Murdick and Mrs. McKay, Alpena, Michigan.

Joseph Myers, born October 1, 1967, to Seafarer Daniel W. and Mrs. Myers, Toledo, Ohio.

Tony Curtis Cormier, born October 16, 1967, to Seafarer Joseph and Mrs. Cormier, Opelousas, Louisiana.

Renee Lynn Peavoy, born October 5, 1967, to Seafarer Lloyd and Mrs. Peavoy, New Orleans, Louisiana.

Nancy Ann Ciaglo, born December 27, 1966, to Seafarer Marion S. and Mrs. Ciaglo, Newark, California.

Poem Describes Seamen's Destiny

To The Editor:

I want to thank you for the opportunity to read the Seafarers Log. Reading recently about the tragic fate of the Panoceanic Faith as well as the dangers of the Vietnam run, I would like to share with your other readers, retired and active seamen and their families, too, something which helps to read between the lines of the LOG stories on the tragedy.

There is a Carl Shurz Park in New York City. Carl Shurz was a Civil War General and a Congressman from the Midwest. He lived a long life, from 1829 to 1906. And in one of the national shrines here in Philadelphia, half a block from Constitution Hall, there is a place called the Second Bank of the United States. Carl Shurz's words were, many years ago, thought worth carving there in stone. They express the importance of having ideals.

"You may tell me that my views are visionary, that the destiny of this country is less exalted, that the American people are less great than I think they are or ought to be. In answer: ideals are like stars, you will not succeed in touching them with your hands, but like the Seafaring man on the desert of water, you choose them as

LETTERS To The Editor

your guide and following them, you reach your destiny."

In tribute to the men of the Panoceanic Faith and others like them, who are men of faith on all the oceans of the world, let us pray that they may "reach their destiny" under God.

Rev. Lewis Delmage, S. J.
St. Joseph's College
Philadelphia



Urges Cash Draws In Foreign Ports

To The Editor:

As we all know, the issuing of traveller's checks as draws has been in the SIU Agreement for a number of years. This is designed to protect the seaman both from unstable currencies in some foreign countries and from the black market.

In many countries, there is a limit on the use of American draws in port. We think it is time for a change since the seaman today is getting the short end of the stick.

In Europe, there is little traffic in black market currency, and you can usually receive your dollar's worth. However, in the Far East the situation is different.

In Japan, you can't change any money unless you take it to a bank. If the bank is closed, you might get someone to change your dollars, but he will not take traveller's checks.

In Korea, there is a black market. In the Philippines, Formosa, Thailand and Hong Kong, people want green dol-

lars and will not take checks, so the only place you can cash your check is a bank. Now, as you know, very few seamen can get time off to go to a bank whenever they want. And what if the ship is in port only during the week-end, when the banks are closed?

This is exactly what happened to us on this trip. First, we stopped in the Philippines. The Captain gave us a draw in traveller's checks. It was night and the banks were closed, so we had to cash the checks, at a loss, in a bar.

We left for Thailand and went to town to cash our checks, but nobody would take them. We were told we could cash them at a bank, but the nearest one was 110 miles away. In addition, the cab drivers wanted \$5 and \$10 for driving us around while we were trying to find ways of cashing our checks. We then went to the Army base, but were told we were not Army personnel, and they couldn't help us.

We understand it is good for the steamship companies to use traveller's checks, because this doesn't tie up much cash aboard ship. Checks are charged to the company as they are used, at one percent. The steamship company is running a few ships and has lots of cash in the bank drawing five percent interest, instead of staying aboard ship. Who do you think is coming out better with the checks, the seamen who have trouble cashing them, or the company with it's money in the bank?

All of this has been discussed, and this trip brought it to a head. We, the crewmembers of the Santa Emilia, would appreciate it if the Union's negotiating committee would take up this problem. We hope that they will see fit to change the present contract, so that all draws are issued in American money, at least where the currency does not conflict with a foreign nation's currency policy.

Francis Napoli



Crew Donates Gift To Children's Fund

To The Editor:

We have received a donation from the crew members of the Penn Vanguard in memory of the SIU crewmen who lost their lives in the sinking of the Panoceanic Faith.

We at Sunland Training Center in Miami feel these men and men like them are the reason America is the greatest of all nations. Sunland has a canteen fund that is used for boys and girls who have no spending money. The donation has been deposited in this fund and will bring weeks of joy to some of our precious children.

Because of the nature of this gift and the display of brotherly love shown by the men who sent it, we look upon this donation as one of the finest we have ever had the privilege or receiving. On behalf of our children please accept my sincere and most humble thanks.

Arnold Cortazzo,
Education Director
Superintendent
Sunland Training Center

FINAL DEPARTURES

Joseph Gilliard, 59: Brother Gilliard died October 25, at St. Luke's Hospital, New York City. At the time of his death he was on an SIU pension. Brother Gilliard joined the union in New York and lived in that city. A native of South Carolina, he sailed as a cook and baker. His last ship was the Rob-in Sherwood. Surviving is his wife, Corine, of New York. The burial was in Woodlawn Cemetery, Bronx, N. Y.



Joseph Fairman, 50: Heart failure claimed the life of Brother Fairman on November 15, in Philadelphia. He sailed as an oiler and was employed by the Curtis Bay Towing Company. A native of Philadelphia, Brother Fairman was a resident of that city. During World War II, he served in the Army. He joined the IBU in Philadelphia. Surviving is his wife, Beatrice. The burial was in Holy Cross Cemetery.



John Melas, 26: An automobile accident claimed the life of Brother Melas, Sept. 26, in Knoxville, Tenn. He recently joined the SIU and had sailed as wiper. A native of New York City, he joined the union in that port. His last ship was the Mayaguez. He and his wife, Patricia, were residents of Knoxville. The body was cremated in Maryville, Tenn.



Howard Cates, 42: Brother Cates died on November 3, while sailing aboard the Transharcford. The ship was in Bombay at the time of death. Brother Cates was born in Texas and resided in Marrero, La. He joined the SIU in the port of New Orleans. He sailed as a pumpman and machinist. Brother Cates had previously sailed on the Del Sud. Surviving is his widow, June Cates, of Marrero.



Joseph Thibodeaux, 42: Brother Thibodeaux died on October 12, at St. Elizabeth's Hospital, Beaumont, Texas. He was born in Louisiana and lived in Jennings, La. An AB, Thibodeaux joined the SIU in Houston. He served with the Coast Guard from 1942 to 1946. His last ship was the Del Valle. Surviving is a sister, Mrs. Emily Hanks, of Jennings. The burial was in Istre Cemetery, Jennings.



Kenneth McAvoy, 47: Brother McAvoy died of a cerebral injury on Oct. 15 in the Seattle USPHS hospital. He sailed in the engine department and joined the Union in San Francisco. McAvoy was born in New York City and made his home in New Orleans. His last vessel was the Wild Ranger. He served for three years in the Navy. The burial was in Holyrood Cemetery, Seattle Washington.



Burial at Sea Aboard the Transpacific



The ashes of Seafarer John Flanagan were committed to the deep in a traditional burial at sea on Aug. 11, aboard the Transpacific. Seafarers and officers paid final respects as the body was lowered into the sea. Captain A. Bellhouse read a final prayer for Brother John.

From the Ships at Sea

W. H. (Red) Simmons, meeting chairman aboard the Del Oro (Delta), sends word that "a couple of the boys from the Montcello Victory came over for a visit" recently while both ships were in Trinidad. Among the crewmen who paid a call to their fellow Seafarers were **Jack Mullis** and **Dewey Bell** of the deck department. Simmons said that both crews enjoyed the visit since, "it gets lonesome on some of those long hauls and you never get a chance to visit with your shipmates from another ship." The crew has been "enjoying another good run to West Africa." They had some rough weather, but things are getting better, said Simmons. **Loyola K. Evans** of the engine department is the new ship's delegate.



Simmons

Music lovers on the Steel Navigator (Isthmian) have each donated \$1.00 for radio speakers in order to have music in the mess hall, meeting chairman **H. M. Glossop** informed the LOG. According to **Fred Morris**, meeting secretary, there are no beefs and the crew is in good spirits. The ship's treasury totals \$23, treasurer **Roque Magaraeg** reported. After stops in Karachi, Bombay and Calcutta, the ship will pay off in New Orleans shortly after the New Year.



Morris

Eddie Bonefont, meeting secretary, writes from the Oakland (Sea-Land) that **F. Aponte** has been elected to serve as ship's delegate and **F. Diaz** will be the new movie director. **A. Panagopoulos**, meeting chairman, reported that the crew discussed how they can best utilize the new movie camera the company put aboard for the entertainment of the crew. No beefs reported as the ship heads for an Oakland payoff.



Panagopoulos

Harold Strauss, meeting secretary of the Halaula Victory (Isthmian), reports that book shelves have been installed in the recreation room and a library will be installed as soon as possible. **W. Retenbacher, AB**, was hospitalized. **P. Livingston**, meeting chairman, informed the LOG. The crew wishes him a speedy recovery. **Tom Fleming**, ship's delegate, reported fine chow, good service, and no beefs or disputed overtime.



Strauss

Seafarers on the Globe Explorer (Maritime Overseas) have started an arrival pool, so they would have enough money for a movie projector, meeting secretary **Frank Radzvilla** reported. **Clarence Jacks**, meeting chairman, reported that the ship's delegate, **Frank Schutz** has received a vote of thanks for his fine work. Schutz in turn, complimented the steward department for the fine Thanksgiving meal they prepared. Department delegates report no problems and the payoff, scheduled for the Gulf area, should be a good one.



Radzvilla

The steward department aboard the Floridian (United Maritime) "is doing a terrific job," according to word from **Bob Lasso**, meeting chairman. Chief steward **Carlos Luna** is most cooperative, Lasso reported and in addition to regular meals, "it is not unusual to see Mexican Tamali's, Italian baked sweet sausage, arroz con pollo (chicken and rice, Spanish style), Chinese chow mein and Polish stuffed cabbage." In addition, crewmember **Clyde Woods** "is considered one of the finest bakers in the Gulf Coast area and the crew of the Floridian extends a vote of thanks to the entire stewards department for a job well done," Lasso reported.



Lasso

"Being away from home on Thanksgiving day on the Del Sol isn't too bad when you have a chief steward like **Eddie Stough**, a chief cook like **W. Randall** and a baker like **Leon Franklin**," ship's delegate **Robert Callahan** reports from the Del Sol (Delta). We are proud of the menu they turned out, Callahan said. "A lot of hard work went into this menu. The crew thanks the chief steward and entire steward department." The menu included roast prime ribs and ham in addition to turkey, Callahan reported.



Callahan

PERSONALS

Concorcio Padios
Please contact Kenneth L. White, 1212 Broadway, Oakland, Calif., tel. 451-6732 collect, in regard to a very important personal matter.

Friends of Juan Rueda
He is a patient at USPHS Hospital in Staten Island, N. Y., and would appreciate a visit by some of his friends.

Frank Raviell
Your daughter, Sharon, would like you to contact her in Baltimore as soon as possible in regard to a very important matter.

Vernon Atkins
Jeri Hahn, 51 South Milton St., St. Paul, Minn., 55105, would like you to contact her as soon as possible.

Income Tax Refunds
Income tax checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif., 94105: **Margarito Borja**, **Winfred S. Daniel**, **Andre W. Deriger**.

Henry D. McRorie
Please contact your mother at 1201 Woodland Ave., Monroe, North Carolina.

William and Donald Guernsey
Please contact your brother, James, in Bloomfield, Ontario,

Canada, or telephone 613-393-2985, as soon as you can.

David J. Taylor
Your mother, Mrs. Corinne Taylor, would like you to contact her at P. O. Box 455, 1104 Beech St., West Lake, La. 70669.

Francis A. Warren
Please contact your mother immediately regarding an extremely important matter.

Harry Peek
Please contact Mrs. Laurence Wessels, 2225 Gentilly Blvd., New Orleans, La. 70122, or phone 944-6532, in regard to an important matter.

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

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Hibachi Stove Turns Out the Chow When Charlie Noble Blows Stack

When Typhoon Emma tore the galley stove stack off, the Seafarers aboard the American Pride visualized a voyage from Japan to Formosa without the benefit of hot meals. Fortunately, the ingenuity and enterprise of the crew saved the day.

A day out of Yokosuka, Japan, the ship met the full force of the typhoon, sending the stove stack, better known as the Charlie Noble, crashing to the deck. Unable to use the stove and faced with a shipful of hungry Seafarers, the cooks cornered the first assistant engineer. Explaining the situation, they asked him to build two small hibachi-like

The galley stove went back into operation when the ship left Kee-Lung.

By this time, the men had become accustomed to the Oriental-style of cooking, so the return to normal was almost regretted. There was a certain fascination

with the burning wood and stacks of kindling. The hibachis are no longer needed and the decks have been cleaned, but the make-shift cooking devices are still sitting on deck, just aft of the galley. The men just can't throw them overboard.



Bosco

Lopez

devices. A hibachi is a small stove used throughout the Far East. For six days, the steward department turned out near-normal menus with the hibachis until repairs could be completed in Kee-Lung.

Nobody on the American Pride would have blamed steward Robert Bosco and chief cook Leonides Lopez if they gave in to the elements and served cold plates. The heavy seas made cooking and serving difficult, to say the least. With the stove's stack—or Charlie Noble—immobilized, the crew was prepared to face the worst. Night cook and baker Estal Potts and Rafael De Arce, made every effort to light the damaged stove, but the result was a galley full of thick black smoke and much coughing and eyewiping.

Determined Effort

But the cooks were determined to perform their duty and turn out not only good food, but hot. After a consultation with the steward and galley staff, the first assistant engineer began cutting and welding at 9 a.m. Bosun Frank Smith chipped in by chopping wood. Their efforts were rewarded with a hot meal, served on schedule, at 11:30 that same morning.

With a routine established, nobody gave bosun Smith, chopping and splitting dunnage every morning, a second glance. Richard Laprise, crew messman and Shelly Atkins, pantryman, carried pails of the split wood to the galley. Some men enjoyed the smell of fresh wood, even claiming it lent a special flavor to the food.

Build New Charlie Noble

Finally, the American Pride reached Kee-Lung and a contract was made for repairs. The culinary ordeal was not over, since Oriental-style cooking continued two more days while the new Charlie Noble was being built.

Robin Hood Seafarers Aid GI By Mustering Out Dog 'Joe'

Seafarers aboard the Robin Hood helped re-unite a GI and his dog when the ship returned to Bayonne, N. J., from a run to Vietnam. The dog, an 11-month-old mongrel, was ten days old when Army Specialist Frank Coronato of Staten Island bought him from a Vietnamese boy.

The vessel was loading at the Saigon docks in September when Coronato and the dog arrived. James O'Keefe, who sailed as chief electrician on the Robin Hood, said that Captain George Douglas offered to take the dog aboard since the GI, who was returning to the states by plane, lacked the \$160 for air freight to take the dog with him. "The Captain thought he would do the man a favor," O'Keefe explained.



Travieso

Joe, a brown and tan mongrel, was immediately adopted by the ship's 44-man crew. "He was a friendly dog, quiet and never barked," O'Keefe said. The only exception was when he saw a few dogs running around on the dock before the ship left. The Captain would kid O'Keefe by telling Joe to "go bite the chief electrician,

but Joe wouldn't do it," O'Keefe related.

Lives a Dog's Life

Joe "adjusted to sea life" quickly, Carlos Travieso of the Steward department told the LOG. Joe spent most of his time on the bridge and in the saloon. The crew built him a doghouse, but he didn't spend any time there, preferring to sleep in the Captain's room.

"He really had the run of the ship," Travieso said. "He was a good dog and got along with everybody. He would even watch the men going through fire boat drills."

Since Joe had the necessary shot, getting him aboard the Robin Hood was no problem, but the crew feared that getting him off might be a tussle. Since he was so well treated, the men wondered if he would even remember his old master, Coronato. Joe, however, was happy to be re-united with his old friend and is now the second dog in the household.

After all the SIU chow Joe consumed, perhaps it was no surprise he refused his first dogfood.

SIU Lifeboat Class No. 190 Weighs Anchor



These men passed Coast Guard examinations and now hold lifeboat tickets. They attended the SIU's lifeboat school at Mill Basin, Brooklyn. In the front row, L-R, are: Gregorio Roman, Alberto Matos, David Ball, Harold Finne. In the second row: Instructor Paul McGaharn, Antonio Sgagliardich, William Dickey, Walter Gronek. The SIU's 190th lifeboat class graduated on Nov. 14th.

ON THE PUERTO RICO RUN

The Seatrain New York arrived recently at Edgewater, New Jersey, with a cargo of containers after a trip to Puerto Rico. The vessel is a regular on that run. According to the Seafarers aboard it was smooth sailing all the way.



The Seatrain New York lies alongside dock, waiting to be unloaded.



Issac V. Brown (right) of the deck department, enjoyed a visit from his buddy, Anibal Albe, who sails in steward department of Seatrain San Juan, docked alongside the New York. Both men reported good trips.



Dimas Mendoza, AB, is heaving up on slack gangway. He was on gangway watch during the payoff. Brother Mendoza, who joined the union during World War II, is a native of Puerto Rico and resides in the Bronx, N. Y.

Justo Velasquez of engine department finds time for a last cup of coffee before collecting his pay. He is 26-year union vet.

Ralph Snider sailed as oiler on this trip. A native of West Virginia, Snider is recent addition to the SIU, joining in New York.



Write to the Log

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New Orleans Jan. 16-2:30 p.m.
Mobile Jan. 17-2:30 p.m.
Wilmington Jan. 22-2:00 p.m.
San Francisco Jan. 24-2:00 p.m.
Seattle Jan. 26-2:00 p.m.
New York Jan. 8-2:30 p.m.
Philadelphia Jan. 9-2:30 p.m.
Baltimore Jan. 10-2:30 p.m.
Detroit Jan. 12-2:30 p.m.
Houston Jan. 15-2:30 p.m.

Great Lakes SIU Meetings

- Detroit Jan. 2-2:00 p.m.
Alpena Jan. 2-7:00 p.m.
Buffalo Jan. 2-7:00 p.m.
Chicago Jan. 2-7:00 p.m.
Cleveland Jan. 2-7:00 p.m.
Duluth Jan. 2-7:00 p.m.
Frankfort Jan. 2-7:00 p.m.

Great Lakes Tug and Dredge Region

- Chicago Jan. 16-7:30 p.m.
Sault Ste. Marie Jan. 18-7:30 p.m.
Buffalo Jan. 17-7:30 p.m.
Duluth Jan. 19-7:30 p.m.
Cleveland Jan. 19-7:30 p.m.
Toledo Jan. 19-7:30 p.m.
Detroit Jan. 15-7:30 p.m.
Milwaukee Jan. 15-7:30 p.m.

SIU Inland Boatmen's Union

- New Orleans Jan. 16-5:00 p.m.
Mobile Jan. 17-5:00 p.m.
Philadelphia Jan. 9-5:00 p.m.
Baltimore (licensed and unlicensed) Jan. 10-5:00 p.m.
Norfolk Jan. 11-5:00 p.m.
Houston Jan. 15-5:00 p.m.

Railway Marine Region

- Philadelphia Jan. 16-10 a.m. & 8 p.m.
Baltimore Jan. 17-10 a.m. & 8 p.m.
Norfolk Jan. 18-10 a.m. & 8 p.m.
Jersey City Jan. 15-10 a.m. & 8 p.m.

United Industrial Workers

- New Orleans Jan. 16-7:00 p.m.
Mobile Jan. 17-7:00 p.m.
New York Jan. 8-7:00 p.m.
Philadelphia Jan. 9-7:00 p.m.
Baltimore Jan. 10-7:00 p.m.
Houston Jan. 15-7:00 p.m.

DIRECTORY of UNION HALLS

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

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EXECUTIVE VICE PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard, Lindsay Williams, Robert Matthews
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YOKOHAMA, Japan. Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 204771 Ext. 281

ELIZABETH PORT (Sea-Land), November 7 - Chairman, J. L. Siniard; Secretary, J. L. Fagan. No beefs were reported by department delegates. Motion was made to bring the pension plan up to 20 years sea time, at any age.

STEEL AGE (States Marine), October 22 - Chairman, J. W. Canard; Secretary, F. T. Motuz. \$6.55 in ship's fund. Ship's delegates reported that everything is running smoothly.

TRANSORLEANS (Hudson Waterways), November 12 - Chairman, L. Jackson; Secretary, Milton Phelps. Ship's delegate extended a vote of thanks to all departments. Ship to be fumigated upon arrival in port.

AMERICAN PRIDE (American Seafarers), November 18 - Chairman, Frank D. Smith; Secretary, David E. Francis. \$8.22 in ship's fund. Vote of thanks to the steward department for a job well done.

SPITFIRE (General Cargo), August 30 - Chairman, C. McGalagin; Secretary, H. K. Smith. No beefs were reported by department delegates. Everything is running smoothly. Brother J. T. Wolfe was elected to serve as ship's delegate.

DIGEST of SIU SHIP MEETINGS

OCEANIC WAVE (Oceanic Pioneer), September 9 - Chairman, Louis E. Meyers; Secretary, Emery Gibbs. Vote of thanks was extended to the entire steward department for the fine food served during the voyage. Motion was made that all members in good standing, belonging to the SIU, should have been granted across the board wage increases. The rank and file feels that wages are based on the cost of living and therefore all members are entitled to the cost of living increase, regardless of rating. Crew has been very patient about the adverse conditions on this vessel since leaving Seattle. Promises have been made to correct outstanding repairs, but nothing has been done. Beef about money draws to be taken up with patrolman at port of payoff.

SS TRANSHAMPLAIN (Hudson Waterways), November 12 - Chairman, Charles O'Neil; Secretary, Charles O'Neil. No beefs reported by department delegates. Ship is in need of many repairs.

COLUMBIA VICTORY (Columbia), November 10 - Chairman, A. Michelet; Secretary, J. Kaekur. No beefs reported. Everything is running smoothly. Brother Norman Mendelson was elected to serve as ship's delegate.

NATIONAL DEFENDER (National Transport), October 6 - Chairman, J. McKreth; Secretary, J. A. Hollen. Brother Jimmy Hollen was elected to serve as ship's delegate. Everything is running smoothly with no disputed OT. Vote of thanks was extended to the steward department for a job well done.

SEATRIN SAVANNAH (Seatrains), November 18 - Chairman, Daniel Robinson; Secretary, Andres Aguire. Brother James M. Masters resigned as ship's delegate and Brother George Quinones was elected to serve in his place.

CITIES SERVICE NORFOLK (Cities Service), November 17 - Chairman, None; Secretary, R. D. Reed. Brother Francis Guillory was elected to serve as ship's delegate. Ship about one pumpman and one messman. Motion made to have the dispatcher put book numbers on shipping cards of all new men.

STEEL VENDOR (Isthmian), November 22 - Chairman, Fred Shain; Secretary, Elliott Gorum. \$40.00 in ship's fund. Beef in deck department to be taken up with boarding patrolman. Motion made that green money be put out for all draws instead of travelers checks.

SEAFARER (Marine Carriers), November 11 - Chairman, W. Pederson; Secretary, Ed LaRoda. Vote of thanks to the steward department for the good food and service. A few small beefs were taken care of.

COEUR D'ALENE VICTORY (Victory Carriers), November 13 - Chairman, James E. Gross; Secretary, Frank E. Bose. Some disputed OT in engine department to be taken up with boarding patrolman. Crew received a radiogram from the Master of the SS San Jose thanking them for the rescue of its twenty crewmembers. The sum of \$265.00 was donated to the crew of the San Jose.

AMERICAN PRIDE (American Seafarers), October 15 - Chairman, Frank J. Smith; Secretary, David B. Francis. \$8.22 in ship's fund. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

MINOT VICTORY (A. L. Burbank), November 25 - Chairman, John Eddins; Secretary, Arthur R. Rudnicki. Brother Ted Weems was elected to serve as new ship's delegate. Vote of thanks was extended to Brother Elmer P. Shaw, resigning ship's delegate, for a job well done. No beefs were reported by department delegates.

PECOS (Oriental Exporters), November 25 - Chairman, Louis W. Cartwright; Secretary, C. E. Turner. \$29.90 in ship's fund. Ship's delegate reported that the captain and department heads were pleased with the crew for their good conduct. No beefs were reported. Motion was made to have the maintenance and cure raised from the present \$8.00 per day to \$15.00 per day in accordance with the increase in cost of living.

MAIDEN CREEK (Gulf Puerto Rico), November 26 - Chairman, W. J. Barnes; Secretary, C. J. Nall. Motion was made to have a shore gang for all ships when in port so that all men can receive their one day a month off without having to double for other crewmembers. Those men could be hired or called for from Union hall. Motion made that port time should be paid to all unlicensed personnel in all ports after 5 p.m. and before 8 a.m., the same as the mates and engineers receive aboard SIU ships. Motion made for \$300.00 a month pension for those with 20 years in the Union and with 12 years sea time, regardless of age.

FLORIDIAN (South Atlantic Carib.), November 30 - Chairman, Bob Lasso; Secretary, A. Aronica. Vote of thanks was extended to the entire steward department for the exceptionally good food and service. Suggestion was made to raise the entry rating's wages to meet the high cost of living. Ship's delegate will contact agent in San Juan in regards to lodging beef when ship was in Jacksonville.

DEL MUNDO (Delta), November 5 - Chairman, Joe Catalonotto; Secretary, Ramon Irizarry. Brother Gasper was elected to serve as ship's delegate. Letter was written to headquarters regarding retirement. \$60.00 in ship's fund. No beefs were reported by department delegates.

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, Staffer Men's Shoes . . . Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)
Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage Starlite luggage (International Leather Goods, Plastics and Novelty Workers Union)
"HIS" brand men's clothes Kaynce Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)
R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavaller and Salem cigarettes (Tobacco Workers International Union)
Peavy Paper Mill Products (United Papermakers and Paperworkers Union)
Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union)

KNOW YOUR RIGHTS

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 1930, New York 4, N. Y.

Full copies of contracts 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, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

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

**Put the
Union
Label
Under Your
Christmas
Tree**



ONCE again we are entering into the traditional holiday season. American families everywhere are already preparing for the festivities during which they will gather with their loved ones for Christmas and New Year celebrations.

The spirit of Christmas for Seafarers holds a special significance not felt by most other labor unionists to whom long periods of separation from their families are not a prerequisite of their profession. Not all SIU members will be able to be home for the holidays. True to the tradition of the American merchant marine, many of them will be manning this country's vessels in all parts of the world or maintaining the vital sea lift to our fighting men in Vietnam. This will always be the case for some Seafarers, but the spirit of the season and the exchange of brightly-wrapped presents will help shorten the miles of separation somewhat—as it always has.

But there is more to the holiday season than renewed family affection and giving. There is also buying. Between now and Christmas millions of union members will be spending millions of their hard-earned dollars for goods and services. In spending these dollars care must be exercised to insure that they support only union-made products.

As pointed out by Joseph Lewis, secretary-treasurer of the AFL-CIO Union Label and Service Trades Department, "these millions will earmark job security for fellow trade unionists over the entire country, not just over the holidays, but throughout the year."

"Since the early days of the trade union movement," Lewis notes, "the Union label, shop card, store

card and service button have been assurances of quality. They represent better products and services as well as insurance that workers producing union products and offering union services are benefiting from the fruits of their labor.

"'Good will to all men' is reiterated a thousand times over with every union purchase by consumers from all walks of life. The blessings and benefits obtained by organization and unionization have been sprinkled upon all men—not a selected few—as the result of organized labor's philosophy of true brotherhood."

Caution in buying, though important at all times, is doubly necessary as we get swept up in the enthusiasm of Christmas shopping. The billions of dollars spent by manufacturers on enticing advertising and fancy packaging all too often serve to camouflage shoddy goods of little or no worth which are poorly made under non-union conditions.

Distasteful as the hard facts are, many companies make full use of the Christmas season in an annual campaign to push tons of junk merchandise off on an unsuspecting public. Often the gay package in which a product is sold is worth more than the item it contains. What makes matters worse is the fact that the large amounts spent to promote inferior items, and make them attractive to the eye, inflate already exorbitant prices to an even higher level.

The best rule for the consumer to follow in Christmas shopping is to examine all goods for the union label while also exercising careful thought as to

whether a gift selected will be of real use to the person for whom it is intended. Much hard earned money is thrown away each year on novelties or gimmicks which are set aside and forgotten almost as quickly as they are received.

Equal caution must also be used in regard to charitable contributions while the traditional generosity of the holiday season gains momentum as Christmas approaches. American workers are, by nature, eager to share their good fortune with those who are in need. There are dozens of legitimate charities which carefully account for all donations received and are worthy of our fullest support. However, there are just as many shady operators seeking at every turn to reap a dishonest buck from the generosity of well-meaning citizens. To assure that your donations actually get to deserving causes instead of into the pocket of some fast talk artist, make sure a charity is what it claims to be before you give.

Another area in which consumers are frequently bilked is the one in which short term loans are offered to offset the expense of Christmas shopping. As often as not you will find that the interest rates on such loans are unreasonably high and sometimes might amount to almost as much as the loan itself. It is much better to shop within your means than to be bogged down with burdensome obligations after all the festivities are over.

Above all, don't forget that union label and boycott anti-union manufacturers. The AFL-CIO reminds all unionists that "a union purchase is power without words—silent-might!"