

CONVENING OF THE 90th CONGRESS



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AFL-CIO President Meany's New Year's Statement

Labor Pledges Continued Support For War on Poverty During 1967

WASHINGTON—The AFL-CIO will "exert every force" at its command in 1967 to prevent a retreat in the war to abolish poverty and create equal opportunity or to weaken the effort in Viet Nam to secure peace and freedom.

These were the twin themes sounded by AFL-CIO President George Meany in his New Year's statement declaring that in 1967 the trade union movement's objectives of peace, freedom and progress are unchanged as is the "blend of hope and determination that typifies America."

"Important as the war in Viet Nam is to the United States," Meany said, "it is not and cannot be the only war we wage. We must as well wage war against poverty and injustice, ignorance and discrimination."

In the last six years substantial victories have been scored in the war for progress at home "but it is far from won." Meany noted, adding: "In truth there is great danger now that America will move backward."

He cited the attacks on the fight to overcome the nation's social and economic problems and the calls for suspension of that fight because of the war in Viet Nam, and declared that those who advocate this approach are "absolutely wrong."

The United States is not faced, Meany stressed, with a "guns or butter" choice. The country has ample resources "to prosecute the shooting war and still combat the shortcomings of our own society."

On the fighting in Viet Nam, the AFL-CIO president strongly reaffirmed the "heartfelt support" of the federation to President Johnson in his efforts to achieve peace and freedom.

Meany stressed that "the stakes are far greater than South Viet Nam. By demonstrating its concern for freedom at so painful a price, the U.S. is preserving the peace, freedom and opportunity for progress of scores of other small nations which otherwise could have become victims of

Communist aggression. And by so doing it is helping to assure its own freedom, security and chances for true peace as well."

To paraphrase a motto out of labor history, Meany said, "a loss of freedom for one is the concern of all."

On the domestic front, he stressed that "a retreat now," a failure to appropriate the funds needed to implement the new legislation "would dash the hopes of

those millions of Americans who have yet to rise from poverty, who are still denied full and equal opportunity. This America must not do."

Meany pledged that "we in the AFL-CIO intend to exert every force at our command to prevent such a retreat. We are confident that the great majority of Americans share our objectives and our determination that the struggle to reach them must continue with undiminished force."

SIU Industrial Workers Union Wins New West Coast Pacts

SAN FRANCISCO—The SIU United Industrial Workers Union, Pacific District, recently completed contract negotiations winning wage gains and other benefits for SIU-UIW members covered under two separate contracts, and has won representation rights for employees of another firm in a National Labor Relations Board election.

Recently completed negotiations on one of the contracts covers SIU-UIW members at the North Star Terminal and Stevedoring Company, Arness Termi-

SIU Tugboatmen Continue Strike In Baltimore

BALTIMORE—The SIU Inland Boatmen's Union strike against three tugboat companies here is entering its third month and no immediate settlement is in sight.

The Union's major demand is for a contract that is equivalent to the one enjoyed by the IBU in Philadelphia which provides for a 24 hour notice before layoff and the placement of one cook aboard each tugboat.

In addition to the 24 hour layoff notice, the Union is also seeking triple time after 12 hours; time and a half between 4 PM and 6 AM and the placement of one cook aboard each tugboat.

According to SIU vice-president Robert Mathews, morale among the 148 strikers is very high. Company strike tactics have included sending a letter to all striking tugboatmen in which the union negotiating committee is downgraded. Mathews said that Union members mailed the letter right back to the companies with angry notations attached.

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

The three struck tugboat companies are the Baker-Whitely Towing Co., the Baltimore Towing and Litterage Co., and the Curtis Bay Towing Co.

Report of International President



by Paul Hall

Representatives of maritime labor and management joined with Government representatives at the recent Maritime Trades Department conference in Washington to pledge a continuing campaign to make the Maritime Administration a separate and independent federal agency.

The most effective way to begin the job is to give MARAD the power to initiate policies designed to strengthen maritime—policies that are designed with the special needs of maritime in mind and which have sufficient continuity not only to get the ball rolling but to keep it rolling in the future.

This has, in the past, been the basic difficulty faced by the American maritime industry. Planning, where it existed at all in the past, consisted of shortsighted crisis-coverups at best, while at its worst it amounted to nothing but total neglect. Maritime has been a poor relation, whose interests were segmented between the Commerce Department, the Agriculture Department, the Defense Department, or some other bureaucratic enclave which cared nothing for how the maritime industry fared—at least until they needed maritime to pull them out of some difficulty. Then they took a frenzied interest until the crisis was passed—at which point they settled back into their pre-crisis complacency to await the next crisis.

The bill which would establish an independent MARAD will be introduced before the 90th Congress and the issue will be kept constantly before the nation's legislators and the American people until favorable action is taken on the measure.

Most people think of the American labor movement strictly in terms of collective bargaining for the improvement of workers' wages, hours, and conditions of employment—and rightly so. These have been, and still remain, the prime concern of American labor unions.

But, while wages, hours and working conditions remain the basic concern, American labor unions are also performing many other important functions—dealing mainly with the health, welfare and education of their membership.

In many other ways as well, the labor movement goes about its many important jobs quietly and efficiently without fanfare or publicity and far from the bargaining table. The children of striking employees of Kingsport Press in Tennessee had a merrier Christmas this year because of the Christmas party, complete with turkey and toys, made possible by generous donations from the organized labor movement. Many American servicemen spending Christmas far away in Vietnam were able to talk to the folks back home because of a program organized by the Communications Workers Union in cooperation with the USO and the Defense Department.

Through such varied activities, it becomes clear that the important role played by the labor movement in American society is not limited to what happens around the bargaining table. The labor movement is a part of the American tradition, and the entire nation enjoys the benefits of its service to the American people.

Congresswoman Visits SIU Ship



When Congresswoman Leonor Sullivan (D-Mo.), a member of the House Merchant Marine Committee, paid a visit recently to the SIU-contracted Delta Lines ship *Del Norte*, SIU vice-president Lindsey Williams, SIU New Orleans port agent Buck Stevens and Delta Lines president J. W. Clark were on hand to show her around. Left to right above are: Stevens, Congresswoman Sullivan, Williams and Clark. For the complete story of the Missouri Congresswoman's visit to the SIU-manned vessel see page 11.

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SIU President Paul Hall congratulates Seafarer James Byrnes (right), first graduate of the joint SIU-AMO Deck Officer Training School. Byrnes, who sailed with the SIU as carpenter, won his second mate's license with the aid of training received at the upgrading school.

James Byrnes First to Upgrade

SIU Training School Graduate Wins Second Mate's License

NEW YORK—Seafarer James Byrnes became the first man to obtain his deck officer's license after preparing for his examinations at the SIU's Harry Lundeberg School for Seamanship in a training program jointly-sponsored by the Seafarers International Union and the American Maritime Officers Union.

Byrnes received his original Second Mate license after completing the intensive course of study offered at the joint SIU-AMO school, and passing the Coast Guard examinations with flying colors.

A member of the SIU since 1958, Byrnes, who is 42 years old, had been shipping in the deck department as carpenter. When the joint program for training deck department Seafarers to sit for their deck officer's licenses was announced, Byrnes made application and was among the first group to begin the course of study and training when the classes were begun.

Byrnes is shipping out on an AMO-contracted vessel.

Byrnes was also one of the first Seafarers to obtain his AB ticket as a result of the training he received at the SIU Lifeboat School. In addition, he has obtained firefighting and radar licenses.

"The Deck Officers' Training School is fabulous," Byrnes said. "Without the training available at the Union school it would be almost impossible to upgrade your skills enough to get a mate's license."

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

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

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

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

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

In order to qualify for the training course, Seafarers must:

- Be nineteen years of age or over;
- Have 24 months of watch standing time in the deck department and an AB endorsement on their seamen's papers.

In addition to achieving its objective of assisting qualified deck department men to obtain their deck officers licenses, the SIU deck training program will help alleviate the shortage of deck officers arising out of demands made on the American merchant marine in the Viet Nam conflict.

The reciprocal program between the SIU and AMO gives deck men obtaining their licenses credits for their pension and welfare benefits built up as unlicensed seamen and is similar to the arrangement between the SIU and MEBA District 2 for the upgrading of engine department members.

Seafarers interested in the program can begin their course of study at any time. Full details for applications for the deck officers training program can be obtained at any SIU hall.

Deck department men interested in preparing for their licenses should make application at once at any SIU hall or by writing directly to SIU headquarters at 675 4th Avenue, Brooklyn, N. Y. 11232. The telephone number is HY. 9-6600.

First New U.S.-Flag Tankers Since Suez Crisis

SIU-Contracted Company Orders Three New 37,000-ton Tankers

NEW YORK—SIU-contracted Maritime Overseas Corporation has placed a \$34 million order with the Bethlehem Steel Corp. for the construction of three brand new 37,000-ton tankers.

Still subject to Maritime Administration approval of construction and mortgage insurance applications, the contract represents the first major order for American-flag tankers for an independent (non-oil company controlled) shipowner since the Suez crisis of 1956.

The keel for the first of the tankers is scheduled to be laid at Bethlehem's Sparrows Point, Maryland yard next fall. Deliveries are expected to begin late in 1968.

Before construction work can begin, however, the Maritime Administration must approve applications for construction loan insurance and for mortgage insurance on the three vessels under

the provisions of Title XI of the Merchant Marine Act of 1936. The purpose of this section of the Act was to spur new American-flag ship construction by providing guarantees for the investment.

Maritime Overseas and its affiliates are seeking \$8,512,500 in Federal construction loan guarantees for each ship and \$9,931,250 for mortgage insurance guarantees. Construction loan insurance usually covers 75 percent of the total cost of the vessel and mortgage insurance 87½ percent of a ship's total cost. MARAD has not yet acted on the request.

Intended for coastwise service, the tankers are to be single screw vessels, with all tanks fully coated to prevent corrosion—which will enable the vessels to carry either crude oil or refined products.

The ships will be 660 feet long

and have a beam of 90 feet. They are to be powered by 15,000 horsepower steam turbine engines designed to give the vessels a service speed of about 16½ knots.

In addition, the ships are slated to be fully air conditioned throughout.

The order for the three tankers has given the Sparrows Point shipyard a shot in the arm at a time when there is no major ship construction work going on for a private account. The last large commercial vessel to be built there was delivered in October, 1966. The Maritime Overseas order is expected to provide employment for many regular shipyard workers in the area.

The tankers are to be of Bethlehem design, with tanks to be coated with zinc or plastic to reduce bulkhead corrosion.

SIU, MEBA District 2 Issue Upgrading School Achievement Report

NEW YORK—A special year-end report issued today by the Seafarers International Union and District 2 Marine Engineers Beneficial Association, reveals that 188 seamen obtained original licenses or upgraded existing engineers' licenses in 1966 after preparing in a joint license training program operated by the two unions.

In a special "Achievement Report," the unions noted that their jointly operated School of Marine Engineering prepared 113 unlicensed seamen from the SIU's Atlantic and Gulf Districts for original licenses as marine engineers. At the same time, 75 engineers, members of District 2 MEBA, raised their licenses after studying at the union school.

(The "Achievement Report" appears as a 16-page special supplement in this issue of the Seafarers Log. See centerfold.)

With its 113 new licenses in 1966, the joint union license training program is one of the principal sources of newly licensed engineers available to man the ships of the American merchant fleet, which has been facing a shortage of licensed engineer officers aggravated by the demands of the Viet Nam seafit.

Staff Officers Association Lauded For New Pharmacist Mate's School

NEW YORK—The SIUNA-affiliated Staff Officers Association were lauded by SIU President Paul Hall recently for their pioneer efforts in bringing about a medical training program for ship's pursers.

Addressing the membership meeting of the SOA at New York's Manhattan Hotel on Dec. 14, Hall told the more than 100 assembled members that SOA Pharmacist Mate Training School at the U.S. Public Health Service Hospital at Stapleton, Staten Island, was the beginning of a new era in medical care for American seamen.

The SOA launched its training program on October 10, 1966, on an experimental basis with a starting class of 30 SOA pursers. The nine-month course is expected to graduate its first class next June. In all, it is hoped that about 100 pursers will be trained in the medical program. The school is being conducted jointly by the Staff Officers Association and the government.

Citing the fact that the pharmacist training program was only one of many accomplishments

achieved by the SOA, Hall paid tribute to SOA Secretary-Treasurer Burt E. Lanpher as "one of the outstanding officers and administrators in maritime labor." He pointed to Lanpher's ability to enlist the support of other maritime organizations and to successfully work on joint efforts with the other maritime segments. He stressed the need for such cooperation among maritime unions, and cited the SOA and its leadership as an example of this type of cooperation.

"Your fine organization has shown steady growth and has made remarkable progress in the attainment of better economic and social benefits," Hall told the year-end meeting. "We are proud of our association with you in the SIUNA, and we are confident that your leadership will go a long way toward helping to revitalize our nation's maritime industry," Hall concluded.



Members of the SIU-affiliated Staff Officers Association, assembled at their regular membership meeting, at the Manhattan Hotel in New York City, heard SIU President Paul Hall praise the new SOA Pharmacist Mate Training School as the beginning of a new era in medical care for U.S. seamen.

Five Additional Seafarer Veterans Added to Growing Pension Roster

The names of five additional Seafarers have been added to the list of those collecting a pension from the SIU. The new additions to the growing list includes, Joaquin Maldonado, Stanley Leland, Harry Peeler, James Walker and Leslie Dean.



Walker

Dean

Leland

Peeler

James Walker joined the union in the port of Galveston and was a member of the Deck department, sailing as bosun and AB. Born in

Texas, Walker lives in Dallas. His last vessel was the Alcoa Explorer.

Maldonado joined the union in New York and was an AB

and also sailed in the engine room under various ratings. Born in Puerto Rico, he resides in Cagayan, P. R., with his wife, Maria.

Leland joined the SIU in the port of Chicago, and was employed by the Great Lakes Towing Co. A native of Chicago, Leland resides in that city.

A member of the Steward department, Peeler joined the SIU in New York. Born in Georgia, he is a resident of Mereaux, La.

Leslie Dean sailed as a FWT in the Engine department. Born in Texas, he resides in Pasadena, Texas. Dean joined the SIU in New Orleans. His last ship was the San Emilia.

Retired Seafarers are now receiving monthly pension benefits of \$175 as a result of recent action by the Seafarers Pension Plan Board of Trustees. The increase in monthly pension benefits from \$150 to \$175 became effective on Oct. 1, 1966.

Since the inception of the plan, approximately 1,400 Seafarers have retired on SIU pensions. Since its establishment, the pension plan has paid out a total of almost \$7 million.



Maldonado

More Evidence Found Linking Cigarettes With Lung Disease

"Caution: Cigarette Smoking May Be Hazardous to Your Health." It's printed on every pack of cigarettes produced in the United States, and that phrase, "May Be," was a compromise which the tobacco industry managed to have included in the warning.

One big reason the industry could push "May Be" was that evidence pointing to a link between cigarette smoking and lung disease was largely "statistical." But no more!

New direct evidence that smoking causes lung disease—in this case emphysema (a disease in which lung tissue hemorrhages, making it difficult to breathe)—was presented recently to the American Medical Association's annual meeting by Dr. Oscar Auerbach of the East Orange, New Jersey VA hospital, a veteran lung disease researcher.

Using beagles in an experiment designed to force the animals to inhale cigarette smoke, Dr. Auerbach observed in the paper he delivered (co-authored by Dr. E. Cuyler Hammond and Lawrence Garfinkel of the American Cancer Society and the VA's David Kirman) that the dogs, like humans, very quickly became accustomed to the smoke.

The authors reported that "Initially, the dogs showed high excitability . . . coughing . . . redness and tearing of the eyes, and sometimes nausea, vomiting and dizziness. . . . After a week or two, some showed evidence of liking cigarette smoking as indicated by wagging of tail and jumping into the smoking box voluntarily."

Which wouldn't be so bad, except that most of the ten beagles undergoing the test developed lung changes that closely paralleled the human disease, emphysema. Five of the animals died before the 14-month experiment was completed. However, dogs in the control group—untouched by cigarette smoke—showed no changes in their lungs.

In an article reporting the study, Michael Girsandsky, science writer for the American Cancer Society, reported that "There were two important plus values to this study: (1) the beagle has air-tubes and lung tissue which are highly similar to those of human beings; and (2) tracheostomies made it necessary for the dogs actually to

inhale the cigarette—that is, to duplicate the behavior of the smoking human being."

The Tobacco Institute did not take the news lightly, reports Mr. Girsandsky. On the very day that Dr. Auerbach's paper was cited in the press, the industry distributed a press release aimed at refuting the findings of the study.

The Institute pointed out that people do not normally smoke through holes in their throats. Which is true. But from this, they concluded that the smoke the beagles had inhaled was more concentrated and, therefore, more dangerous. Which does not necessarily follow.

Dr. Auerbach and his associates were careful in their experiment to adjust the number of cigarettes consumed by the dogs for their smaller body weight and size as compared with man. For example, no dog every smoked more than 12 cigarettes per day, far less than the number consumed by a large percentage of smoking humans.

The Tobacco Institute also observed that beagles are not people. However, as Mr. Girsandsky pointed out, beagles were used in the experiment only because of the similarity between their lung tissue and that of man. By the Institute's logic, it would have been silly to send a monkey into space because monkeys are not people and therefore, they would not have similar reactions to conditions of weightlessness!

But the Institute, not satisfied, went on: "Meanwhile, it is apparent that the vast majority of smokers, including those who smoke heavily, go through life without developing emphysema. Also emphysema occurs in people who have never smoked."

They forgot to mention the fact that the U.S. death rate from the disease rose 5 times in ten years (1953-63), and that widespread smoking in this country is only a little over 50 years old. And no one suggested that cigarette smoking was the sole cause of emphysema.

Meanwhile, "light up," cigarettes may be hazardous to your health!

Port of Norfolk Plans to Build Container Facility

NORFOLK — To attract the burgeoning containership business, the Port of Norfolk plans construction of some \$5 million worth of container terminals to begin within the coming weeks.

One of the two berths is scheduled to open in September '67, according to James N. Crumbley, general manager of the Norfolk Port and Industrial Authority.

Studies prepared at the request of the Authority revealed that within the next couple of years more than one million tons of container freight will be moving through Norfolk annually. The new facility will be an aid as well as a stimulus to such traffic.

Meanwhile, the SIU-contracted Sea-Land Service, Inc., is having a container facility erected for it by the Canton Company in Baltimore.

Some maritime observers believe that a rivalry is shaping up between the ports of Norfolk and Baltimore in regard to container traffic. Companies that become committed to one port, these observers hold, will be doing so at the expense of the other. Sea-Land Lines and SIU-contracted Seatrain Lines carry the major portion of the United States container trade. Both companies have a thriving coastal trade in the United States and SeaLand recently began trans-Atlantic trade between American ports and Europe.

The Atlantic Coast



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

This year's Christmas dinner celebrations held at SIU halls throughout the country were well attended by Seafarers and their families. Not only was it a chance for all to enjoy Christmas dinner with their union brothers; in many cases it was also an opportunity for old friends to renew their acquaintanceship in the true tradition of the brotherhood of the sea. Reunited again were many Seafarers with their loved ones, making the event an occasion that, in a profession such as seafaring, proved to be an especially joyful one.

Boston

The union recently received a letter of appreciation and thanks from Leroy Amero of Gloucester, Mass., who is a member of the Atlantic Fishermen's Union, an SIU-affiliate. Mr. Amero's wife, Maude, was gravely ill and an appeal was made to the SIU membership for 10 pints of blood. Brothers quickly stepped forward and the required amount was rushed to the hospital for Mrs. Amero. She is, fortunately, now on the road to recovery. Both she and her husband thanked the SIU for its "kindness and cooperation" in displaying the kind of spirit that is one of the great offshoots of union brotherhood.

A number of oldtimers have been about the Beantown hall lately. Fred Rashid was by, bundled up in winter gear. Now that the first snow has fallen, Fred is anxious to ship out on the first opportunity that arises. He last sailed as AB on Seatrain's Louisiana and has been sailing SIU for 25 solid years. Another quarter-of-a-century man stopped in, Raymond Davis. Ray last shipped on the Aldina as FWT. Since then, he's spent some time at home with his family and is now sufficiently rested for shipping on a long run. Frank Burns also spent some time with his family during the holidays. Frank, 10 years sailing SIU, last shipped as oiler on the Chlore and plans to grab another job when the holidays are concluded.

Norfolk

Shipping has been very good out of Norfolk and the outlook for the future is much of the same. A number of Seafarers of long-standing have been by to take advantage of the activity. Cecil A. Jennette, 22-years SIU, enjoyed a two-month vacation at home following his jaunt as bos'n on the Alcoa Trader. He's now ready to shake hands with the first job to hit the boards. Ezekiel Daniels, 19-years SIU, has had a run of bad luck, having had to drop off the CS Baltimore as unfit for duty after serving her six months as oiler. He's entered the USPH but as soon as he's FFD once more he'll be ready to ship again. John D. Brown also got smacked by Lady Luck, having had to leave the CS Baltimore (as FWT) in Aruba where he was taken off, ill. After the holidays and a rest, John says he'll be ready to go again. Edward F. Riggs is beginning his 14th year with the SIU. Ed last shipped on the Alcoa Mariner as AB, was unfit for duty following an auto accident, but is now FFD and raring to go.

Philadelphia

Shipping has been very decent out of Philly of late and the out-

look is bright. Philip Erch, 20-years SIU, was by the hall lately to register. Phil enjoyed his last run aboard the Long Beach. Frank Pasaluk has been helping out with the Viet Nam sealift operation. He's back Stateside for a rest following three trips to the combat area aboard the Ames Victory. He'll be ready to go again soon. David Backovitz, who sails steward department, has registered and is ready also to ship, as is Ray Obidos, 20-years SIU, who's seeking the first steward's job that comes along following his voyage aboard the Seamar.

Baltimore

The SIU-Inland Boatmen Union's tugboat strike may prove to be the longest in SIU history. Despite certain hardships created by the strike, the men have been at a high peak of morale because of solid feeling on the part of all in the just cause of their demands as well as faith in the men who represent them at the negotiating table. The main contract provision sought by the union provides for a 24-hour notice before layoff. At present, the hiring system is a cruel one, requiring each man to report for work daily yet not guaranteeing him a day's work.

Puerto Rico

With the anticipated establishment of 820 new factories in Puerto Rico during the next four years, more than 38,000 new jobs will be created, according to a forecast by the Puerto Rican government. The new factories will represent an investment of about \$714 million.

A new \$500,000 sea-going tug, the Borinquen, recently docked in San Juan to conclude its maiden voyage from New Orleans. The tug will work in San Juan harbor and in ocean towing throughout the Caribbean and the Gulf of Mexico. The 95-foot-long twin diesel engine tugboat is owned by the Porto Rico Lighterage Co., which now has six tugs of this type currently plowing the waves.

U.S. Viet Blacklist Increases to 29 Ships

WASHINGTON — The U.S. Government blacklist of ships that are trading with North Vietnam has grown to 29 with the recent addition of another Polish vessel, the freighter Wieniawski.

Polish-flag ships lead the list of vessels which are ineligible to carry cargoes financed by the U.S. from American ports because of continued trade with North Vietnam. There are presently 15 Polish vessels on the list.

The blacklist also includes 7 British ships, 4 Cypriot, 2 Greek and 1 Maltese, according to the Maritime Administration.



by Fred Farnen, Secretary-Treasurer, Great Lakes

Another sailing season came to an end here on the Great Lakes. Except for a few vessels that operate year round, all major lakes shipping is now laid up and moored in their winter berths. 1966 was an exceptional year for shipping and many of our contracted vessels recorded new tonnage records. Total vessel passages recorded by the Westcott Company in Detroit during 1966 were 17,180. In 1965 the figure was 16,041 for an increase of 1,139 passages. Tonnage is up again this year although the size of the Great Lakes fleet keeps dwindling each season.

Some Great Lakes shipping authorities envision the day when there will be no more fit-out and lay up periods. Instead, ships of the future will leave the lakes before the freeze and return in the spring of the year. If any new vessels are built for the lakes trade, they will be 700 footers capable of both lakes and ocean travel.

Detroit

The McArthur Lock is near completion and will be able to handle ships 700 feet long. With ever increasing talk of extending the sailing season, it may be possible some day to keep the lakes open year round. A half million dollars is presently being spent this year alone on the seaway locks in Montreal in order to extend the seaway season by a couple of days. The improvements are designed to hasten the flow of newly formed ice around the locks, and also to speed the flow of water, which is more susceptible to freezing, when it moves at a sluggish pace. The Canadian government will consider the possibility of an all new canal, with four super-size locks 1200 feet long and about 110 feet wide. The new canal would accommodate new super-lakers designed for the future. The last ship out of the Welland Canal was the Canadian flag vessel SS Leadale, which left on Wednesday, December 14.

I would like to remind all of our brothers that they must get clinic cards prior to fitout in 1967. As you know, the SIU now has clinics located in Duluth, Alpena, Chicago, Detroit, Toledo, Cleveland and Buffalo. All SIU halls on the Great Lakes will be kept open during the off season and appointments can be made with no trouble. If you get your clinic card now, you will avoid the big rush at spring fitout.

Frankfort

The annual SIU Christmas dinner was held in Frankfort on December 19 and we had a large turnout.

Layup in Sturgeon Bay and Manitowoc was completed on December 12.

Due to the Christmas holiday, the Ann Arbor fleet operated one boat. They also paid the crew off on the other two vessels, and made up for the holiday by paying the crew off the MV Viking from midnight the 25th to midnight the 26th. This is to be expected for the New Year holiday too.

Teresa Davis, cabinmaid on the MV Arthur K. Atkinson, was discharged from the USPHS Hospital in Detroit and will be fit for duty the 31st of December.

Melvin Ferris, carhandler, was discharged from the USPHS Hospital to be home for Christmas.

Brother Ferris will not be fit for duty until he gets a little more rest.

Harold Haugen was also discharged from USPHS Hospital in Detroit for the holidays.

John Swanson, one of our pensioners, was admitted to the Paul Oliver Memorial Hospital in Frankfort on December 17 and is still confined there with a heart ailment.

Contract negotiations for the Ann Arbor Railroad Company will begin on January 6 in Detroit.

Cleveland

The last ship to hit the port of Cleveland for lay up was the Henry Platte, Jr., a ship that never hit this port during the regular sailing season.

Of the nine ships laying up in this area, five have storage cargoes, thus assuring the men who spend the winter in this port of shifting and unloading work if they want it.

As soon as the lay off came, some of the boys grabbed the first bus or plane to their homes in all parts of the country. Some have gone to the coast for a quick trip before the 1967 season opens on the Great Lakes again, which, according to word around the shipping companies in this port, will be as early as weather permits.

Some of the regulars who call this area home are starting to check in. They include Jim Thompson, Clyde Raines, Paul McMahon and quite a few others. Hope they keep coming in. The more the merrier.

Buffalo

A total of twelve ships makes up the smallest storage winter fleet in the port of Buffalo for as far back as we can recall. This was a good part of the reason for the small turnout for the Christmas dinner. However, those that did attend were very pleased with it and complimented the Hotel Lenox for its fine food and excellent service.

The last vessel to lay up here is the Henry Steinbrenner which will be finished on December 28. The crews off all the other ships were able to get home to be with their families and loved ones for the holiday season.

The office staff in the port of Buffalo wishes to extend best wishes to all for a happy and prosperous New Year.

FOREIGN PAYOFF? LEAVE CLEAN SHIP

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of house-keeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

IMCO Report Cites New Fire, Loadline Rules

United Nations' Ship Safety Unit Marks Noteworthy Gains in 1966

NEW YORK—The 1966 year-end report of the United Nations Intergovernmental Maritime Consultative Organization reflects the intensified efforts made during the year to protect shipboard passengers against the danger of fire at sea.

In addition, the report deals with other important regulatory actions taken during the year, most notably changes in regulations governing loadline restrictions on cargo vessels.

Worldwide concern over the danger of fire at sea, especially aboard passenger vessels built before the enactment of current regulations in 1948 governing fireproof construction techniques, was spurred mainly by two disastrous fires—the burning of the cruise liner Lakonia in the North Atlantic in 1963 with a loss of 155 lives and the Yarmouth Castle last year with 89 deaths, many of them Americans.

A meeting of the IMCO Safety Committee in November, 1966 adopted many amendments to the 1960 Safety of Life at Sea Convention which were recommended in May of 1966 at a special meeting in London. Representatives to the May meeting in London included the SIU, which gave its full support to the proposed new regulations.

Extensive Changes

The new rules call for extensive improvements in passenger ships built before 1948 and for minor modifications in many ships built after that date.

The changes, which will go into force when they are accepted by the 64 member nations of the organization, call for improvements in structural protection against fire, in fire-detection and fire-fighting equipment and in restrictions on the use of combustible material in the living spaces of ships. Other suggested improvements apply to wiring and ventilation systems to reduce the danger of electrical fires and the spread of fires through ventilating ducts.

In addition, a special subcommittee is presently studying various systems of fire protection and firefighting in passenger ships to decide on the best possible combination of measures for general use in future new ship construction.

The worldwide adoption of more stringent fireproof standards for ships was given additional impetus by action taken in 1966 by the U.S. Congress to bar from U.S. ports those passenger ships which do not meet U.S. ship safety standards. The proposed new worldwide regulations would meet those standards.

Loadline Revisions

New loadline regulations, which will come into effect one year after being accepted by 15 major shipping nations, are aimed

mainly at relaxing present restrictions to take into account the greater margin of safety made possible by modern ship construction techniques.

Often called the Plimsoll line, after Samuel Plimsoll, the Englishman who first fought for its adoption as a safety measure for seamen, the loadline is the mark on the hull above which the waterline cannot come when the ship is loaded. Many seamen's lives were lost before the adoption of loadline restrictions because greedy shipowners loaded vessels so heavily that they were no longer seaworthy.

The Pacific Coast



by Frank Drozak, West Coast Representative

The National Right-to-Work Committee is making a renewed attempt to impose compulsory open shop conditions on California workers as well as on workers in nine other states. The announcement to this effect comes from Reed Larson, the committee's executive vice-president, and comes hard on the heels of conservative victories at the polls last November. It constitutes a threat to the job security of every worker in this and in other states.

San Francisco

Shipping out of 'Frisco remains very, very active. There's plenty of jobs available for AB's, oilers and bakers.

Paying off and signing on crews were the Steel Trader, Pecos, Fairport, Long Beach, Barre Victory, Ames Victory, Portmar, Los Angeles, Elizabethport, Norberto Capay and the Antinous.

We're happy to report that Chief Cook F. Cerrano, who suffered from a serious hand infection and was laid up in the USPHSH for three weeks, is going to be FFD shortly. J. J. Houlihan, a 14-year SIU man, just received his vacation check and plans to pass

some easy shore time relaxing in Southern California.

Seattle

Shipping out of the Seattle area remains excellent and the prospects are good for the future. Payoffs this past period included the Lucille Bloomfield, Margaret Brown, and the Steel Rover, while signing on was the Cosmos Mariner. In transit were the Anchorage, Portmar, Inger, Seattle, Seamar, and the San Francisco.

Oldtimers on the beach include Albert Van Dyke, SIU 23 years, who's waiting for the right Group No. 2 job after having shipped as bosun aboard the Western Planet. Adolph Kubacki piled off the Overseas Rose in order to spend the holidays ashore. Dolph has been SIU for 15 years and plans to take on another chief steward's spot after the holidays. John J. Quinter is waiting for the Manhattan, which is due in shortly. John, a member of the SIU for a dozen years, last shipped aboard the Penn Sailor as pumpman and is on the beach for the holidays.

Wilmington

Shipping activity has been booming here for the past couple of weeks and there are plenty of jobs for rated men in all departments. The Steel Architect and the American Victory paid off this past period while nine ships were through in transit.

We were glad to see John Russell, an SIU oldtimer and pensioner from Houston, out here for the holidays and enjoying the warm Christmas weather. After the first of the year, he's returning to the Gulf area.

Some well-known faces have been back on the beach for short Christmas vacations, after which they plan to ship almost immediately.

Seafarer Arthur Smith Retires



Seafarer Arthur A. Smith picked up his first regular monthly \$175 pension check recently from SIU Vice President Lindsey Williams at the New Orleans hall. Smith, who makes his home with his family in Gretna, La., last sailed aboard the M/V Pensacola, operated by New Orleans-based Coyle Lines, Inc.

Conservation Group Notes Decline

Pollution, Land Fill Threaten Fish Catch Along U.S. Coast

A drop of nearly 50 percent in the commercial-catch of 18 species of Atlantic Coast food, sport and bait fish in the past five years may be due in large measure to man's destruction of coastal marshes and pollution of coastal rivers, bays and harbors, according to the American Littoral Society.

The society, a national aquatic conservation group with headquarters at the federal Sandy Hook Marine Laboratory in New Jersey, bases its conclusion on catch statistics of the U.S. Bureau of Commercial Fisheries. The statistics show a decline from 1,400 million pounds of fish in 1960 to 700 million pounds in 1965.

The greatest drop was in the catch of menhaden. This fish is never eaten by man but is used extensively in the manufacture of poultry feed and commercial oils and has long been considered a prime bait for many food and game fish, ranging from striped bass and bluefish, to tuna.

Other prime species showing a downward trend from Maine to Florida included fluke (summer flounder), croaker, spot and porgy (scup). Together they dropped from an index level of 86 million to 58 million pounds in the five years.

Like the menhaden, these important sport fish may be suffering from a reduction in good breeding grounds, the report said.

The "babies" of most coastal species of fish get their start-in life in marshes or shallow bays and inlets which provide them with both protective shelter and rich food. The society emphasizes that these are the areas which have been most subject to destruction in the last decade by wholesale draining and filling for housing, industrial and waste dumping sites.

The increasing load of all forms of pollution emptying into coastal bays and harbors is thought to be another factor in some fish-stock declines, although some species of anadromous fish, which leave the sea to spawn in the fresh or brackish waters of ocean tributaries, appear to be on the over-all increase.

The report noted that coastal fish abundance has always fluctuated, some species increasing and others decreasing in any given period. However, during the 1960-65 span the losses outnumbered gains for what the society branded "a net loss of fish stocks of critical proportions, some of which may be natural, but much of which is thought to be caused by man's activities."

DISPATCHERS REPORT

December 16 to December 30, 1966

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	6	1	0	1	0	17	1
New York	83	50	53	30	38	287	78
Philadelphia	11	2	21	2	6	33	15
Baltimore	36	13	4	6	8	126	33
Norfolk	11	8	0	2	6	40	25
Jacksonville	11	7	5	7	7	19	8
Tampa	7	1	2	0	2	24	6
Mobile	35	10	10	8	7	106	26
New Orleans	58	17	22	20	6	173	86
Houston	31	17	17	18	9	187	106
Wilmington	16	7	6	4	10	36	0
San Francisco	42	23	25	20	32	62	6
Seattle	30	7	16	8	24	68	3
Totals	377	163	177	126	155	1,178	393

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	5	1	2	2	0	7	1
New York	63	36	43	22	35	204	87
Philadelphia	10	2	3	0	0	22	1
Baltimore	16	7	7	10	8	92	31
Norfolk	7	2	2	2	6	18	10
Jacksonville	2	7	5	3	8	6	7
Tampa	5	0	4	0	4	14	1
Mobile	14	17	8	10	8	58	27
New Orleans	50	30	28	21	5	117	69
Houston	18	29	16	5	8	133	133
Wilmington	12	7	7	7	9	22	1
San Francisco	47	14	29	15	43	31	1
Seattle	21	3	14	7	21	26	7
Totals	270	155	168	114	155	750	376

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	1	1	0	1	7	2
New York	65	8	37	6	30	152	34
Philadelphia	5	1	2	0	4	20	7
Baltimore	12	12	8	9	10	70	33
Norfolk	8	3	1	1	8	19	27
Jacksonville	12	5	6	1	4	11	7
Tampa	5	0	0	1	2	10	2
Mobile	35	7	7	5	11	75	15
New Orleans	49	26	21	16	6	144	72
Houston	25	17	22	12	7	108	58
Wilmington	7	3	4	0	11	23	0
San Francisco	31	17	18	14	55	35	1
Seattle	18	10	16	5	21	27	5
Totals	273	110	143	70	170	701	263

THE INQUIRING SEAFARER

QUESTION: What do you consider the advantages of going to sea as opposed to a job on the beach? (Asked in the New Orleans Hall.)

Vic Miorana: I've raised five children while going to sea, so I can say there is a financial value. I get a chance to go to South America. Not many landlubbers can do that whenever they want. Travel is part of the seaman's job, while people tied to an office or a desk don't have the same advantage.

Elden Arnot: I like going to sea. I have the ability to travel to wherever I may want to go and I find myself always meeting different and interesting people. You meet them on ships and in foreign ports. A lot of people think seaman just go to foreign ports. But seamen also get to know a lot more about the U.S.

air and well-balanced meals, to name just a few.

James Bell: Travel, Travel, Travel! Travel overseas to strange lands; travel all over the United States; and travel off by yourself at sea where you get to know yourself. A seaman also has the advantage of having his meals and bunk supplied. Seamen probably develop closer friendships than the average shoresider. Also I get a chance to read more and the pay is good.

John Hrolenok: The pace of work at sea is easier and more relaxing than the rat race pace of shoreside jobs. There is no confusion about who is supposed to do what. Most seamen say that travel is the big advantage of going to sea. I agree. I especially like South America.

Willie Walker: For me personally it allows me to make a decent living. Seafaring is also educational, especially through travel. I recently made a voyage to Viet Nam. Most people see Viet Nam only through newspaper or TV reports. But there are many Seafarers who have seen the Viet Nam situation first hand.

Japan Leads World in Shipbuilding, Widens Gap for 11th Straight Year

With statistics available for only the first 11 months of 1966, Japan has again emerged as the world's largest shipbuilding nation for the 11th consecutive year.

For more than a decade now, while the United States has dropped steadily down the list of major shipbuilding nations to its present position in 11th place, Japan has year by year widened her margin of leadership.

Figures recently released by the Shipbuilders' Association of Japan, covering the first 11 months of 1966, show that Japanese shipbuilders had booked orders for over 9 million gross tons. Of this, over 7 million tons are for delivery to foreign nations and nearly 2 million tons are for Japanese shipowners.

In addition, it appears that Japan will continue to lead the world in shipbuilding for some time to come, because she is also the world leader in such categories as orders received, the laying of keels, launching of vessels, completions, tonnage, and the backlog of work.

If contracts being concluded in December are included in the figures released, Japan will almost certainly surpass the 10 million gross ton yearly construction mark for the first time in her history.

Orders in calendar year 1965 totaled slightly over 8 million gross tons.

Japan's 1966 launchings will ac-

count for 47 percent of the entire world's launchings this year. Last year Japan's percentage was 44 percent.

Meanwhile, Japan has changed plans concerning construction of its first nuclear powered ship. Instead of building a pure research vessel with nuclear powered engines, a combination vessel is now being planned that can be used for either oceanographic survey work or for commercial cargo carrying.

Present plans call for a 6,950 gross ton vessel powered by a 10,000 horsepower nuclear engine which is expected to be ready for service around 1971-72.

The Japanese Government, which will subsidize about half of the construction costs of the nuclear vessel, as it does for much of the Japanese merchant fleet, hopes the atomic powered ship will be a prototype of future merchant ships.

SIU WELFARE, VACATION PLANS

November 1 - November 30, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	6,095	\$ 63,254.76
Death Benefits	39	98,737.30
Disability Benefits	938	140,700.00
Maternity Benefits	43	8,566.80
Dependent Benefits	484	97,870.69
Optical Benefits	551	8,246.80
Out-Patient Benefits	3,774	28,896.00
Vacation Benefits	1,454	614,748.07

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 13,378 \$1,061,020.42



Howard Menz: Going to sea gives you a chance to get away from it all and be by yourself to relax and think. Shoreside workers seldom have this opportunity unless they take a vacation and then they usually don't get entirely away. The seafaring environment has unique advantages: fresh, salt

American Indian Needs More Govt. Aid To Improve His Lot

Chronic unemployment and poverty are still the lot of most American Indians despite considerable progress in recent years, Commissioner of Indian Affairs Robert L. Bennett reports in an article appearing in the American Federationist.

Bennett, the first Indian to head the Bureau of Indian Affairs, writes in the December issue of the AFL-CIO magazine of the special problems faced by the nation's 550,000 Indians, especially the 380,000 living on reservations.

Over the years, Bennett notes, the American Indian has been treated by the federal government in turn "as a conquered enemy, dangerous insurgent, childlike incompetent and laggard partner."

In Bennett's view:

"The government has the same obligation to the Indians of this country that it has to the rest of its citizens; namely, that there be no families living in destitution, no children deprived of the fullest educational opportunity, no social or political discrimination and no fear and mistrust left to mar the relationships between Indian citizens and non-Indian citizens."

He suggests that the task ahead is to hasten the day of self-sufficiency for America's Indians.

In this endeavor, Bennett says, employment assistance, industrial development and improved educational opportunities all play important parts.

As better schooling opportunities have been made available, "Indian children rushed in like air into a vacuum," Bennett notes. Almost 95 percent of school-age children now are in school, a sharp contrast with the situation a generation or two ago.

Tribes have developed tourist facilities to provide job opportunities, new plants paying prevailing wages have been located on or near reservations and public housing authorities have been established on reservations, including 23 "do it together" projects where Indians have built modern homes for themselves.

Vocational and on-the-job training have been greatly expanded in recent years and some Indians have made the difficult transition from reservation life to an urban society.

For those who cannot make the jump to a totally different environment successfully, Bennett suggests, "both tribal and federal authorities must seek ways to expand opportunities nearer at hand."

Bennett sees "no magic solutions to long-standing problems" but he is convinced that "there are solutions."

In addition to the work of his own agency, he says, "there will be closer liaison with other governmental agencies whose activities benefit the Indians. . . . There will also be closer involvement with state and local governments in areas with large Indian populations."

From the Indians themselves, Bennett writes, "leadership of the highest order" is required to replace generations of federal paternalism and Indian dependency.

LABOR ROUND-UP

The Clothing Workers have launched a nationwide drive against men's and boys' clothing made in Hong Kong. Informational picket lines and pamphlet distribution have been established in front of the Bamberger store in Newark, N.J. and the May Company store in downtown Los Angeles. The drive will be carried to additional stores in other cities which have either started to sell clothing made in Hong Kong or have increased their volume. ACWA Vice President Howard Samuel, head of the Union Label Department, said a study showed that imports have increased sharply this year.

Same-day major election victories were scored by the State, County and Municipal Employees among Department of Public Works Employees in Detroit and non-professional personnel of Rutgers University, New Brunswick, N.J. The Detroit election was won by a 1,200 margin over a coalition led by the Teamsters and gave the AFL-CIO affiliate representation rights for a unit of 2,300 workers. The SCME had sought one city-wide bargaining unit for the department. But the Michigan Labor Mediation Board overruled a staff recommendation and carved out a separate unit for 1,040 truck drivers and equipment operators for which the Teamsters won representation rights, 581-344, in a second election.

A "catch-up" ranging up to merely 30 cents an hour was won by Local 1-128 of the Oil, Chemical and Atomic Workers for some 100 operating employees of the Powerine Oil Company, Santa Fe Springs, Calif., largest independent refiner in the West, the union has announced. Chairman Robert M. Dempsey of the OCAW negotiating committee said that the union had presented proposals reflecting the average wages of eight major oil companies in the area.

The first strike against the Raytheon Company by members of Local 1505, International Brotherhood of Electrical Workers, ended when the strikers ratified a three-year agreement providing wage increases of 11 to 16 cents an hour now, another 12 cents across the board in the third year, and a raise in company payments into the pension fund. Raytheon management also agreed to make language changes involving working conditions, job classification, seniority and grievance procedure.

Some 17,000 plant, traffic and accounting employees of the Michigan Bell Company have voted by a 7-2 margin to ratify a new contract negotiated by the Communications Workers after they had rejected an earlier proposal. More than 220,000 Bell System employees represented by the CWA have now ratified settlements reached during the current series of negotiations, the CWA said.

"Try This For Size!"



Oceans Away

Japan is winding up 1966 as the world's greatest shipbuilding nation for the 11th consecutive year. She leads the world in almost every category of shipbuilding activity, with enough backlog of work to make her a pretty good bet to retain the shipbuilding crown next year. When the final tally for 1966 is completed, it is estimated that Japan will have passed the 10 million gross ton yearly construction mark for the first time.

Meanwhile, on this side of the Pacific, ship construction is virtually at a standstill. The United States stands in 11th place in worldwide shipbuilding, behind such nations as France, Poland and the Netherlands.

These figures are astounding considering it is just over 20 years since the end of World War II when the U.S. led the world in shipbuilding and maritime activity. Only 10 years after the war's end, Japan was already leading the world in shipbuilding while the U.S. was rapidly fading out of the maritime picture.

The reasons for this startling reversal are many and varied. The primary reason, however, is that the Japanese Government

has realized the importance of a strong maritime industry to a manufacturing and trading nation and did all in its power to foster the growth of a strong, vital maritime industry.

The United States Government, on the other hand, abandoned its maritime industry almost immediately after the war and except for brief periods such as the Korean War, the Suez Crisis and the present Vietnam situation, has shown no interest in the industry. U.S. maritime policy has been a patchwork affair of expedient solutions. The precepts of the 1936 Merchant Marine Act, which was designed to assure the United States a strong merchant marine adequate to meet the nation's needs, have been ignored.

The SIU and other maritime unions have been fighting to end U.S. maritime's decline and to put us back in the worldwide maritime picture. We have met with some success, but much more must be done before this 20-year trend can be reversed. The struggle must continue until worldwide maritime statistics, which are presently badly out of balance, begin to right themselves.

The 90th Congress?

With the 90th Congress getting ready to convene, conservative, big-business and anti-labor lobbyists are heading for Washington in record numbers. Their aim is to seek legislation handcuffing the labor movement, rolling back and undermining the Great Society and anti-poverty programs and thwarting the liberal legislation which has already been passed and yet remains to be acted upon to alleviate many of the nation's most pressing social needs.

Many bitter legislative battles will be fought during the upcoming session of Congress. As it has always been in the past, the

labor movement will be in the forefront of the struggle, upholding the best interests of all of the American people against the many special-interest groups who will be on hand to serve nobody's interest but their own.

The American labor movement does not intend to fight merely a holding action in Washington during the 90th session of Congress. Certainly it will fight to prevent any rollbacks of the progress made by the 89th Congress. In addition, however, it will wage a determined and constructive campaign for new and expanded legislation.

SEAFARERS IN THE ORIENT



SIU Representative Frank Boyne keeps in close contact with union brothers who are here shown on fantail of the SS Wild Ranger. The men are (l. to r.): Boyne; Glenn Douglas, A.B.; Randy Cox, O.S.; and Vernon Adkison, also O.S.



A.B. James Watson puffs his pipe on deck while SS Wild Ranger docks in Yokohama and union brother Randy Cox, O.S., does some thinking while surveying port scene.



Broadside view of Waterman's SS Wild Ranger, December 9th, 1966, as she docked at the North Pier in the Port of Yokohama, completing one end of voyage out of New York City, home port for Seafarers manning the vessel.



SIU-contracted Coe Victory is tied to her moorings at North Pier, Port of Yokohama, on December 8, 1966. Port is picturesque, docks are kept spotless.



A sunny day on the deck of the SS Coe Victory brought together (l. to r.) R. C. Thomas, Steward; Frank Boyne; Don Bowtell, 3rd Assistant Engineer and former SIU man. Kneeling are Red Wahl, 2nd Assistant Engineer, along with Ken Hart, an electrician. All agreed ship was a good one.



Behind Ordinary Seaman Herbert "Frenchy" DeBoissiere is Waterman's SS Andrew Jackson. She frequently visits Japan and plies often through Oriental waterways on one of the world's most colorful seaway routes.



SIU Representative Frank Boyne pays a visit to Alvern Kelso, an oiler off the SS Choctaw, at Bluff Hospital, Yokohama, to discuss ship's voyage.



A very busy man is SIU Representative Boyne. Here is Frank pictured with three crewmembers off the Steel Traveler in Yokohama. The crew, (from l. to r.) includes Riversly Brown, wiper; Ken Rose, A.B.; and Roy Mitchell, a crew messman who expressed a strong liking and admiration for Yokohama and the Oriental way of life.



These two crewmen shown during their stay at Bluff Hospital are on the road back to FFD. They are, from left to right, R. C. Blair, 2nd pump off the SS Connecticut, along with SIU Brother Alvern Kelso, oiler off the SS Choctaw. Both had high praise for Japanese hospitality as well as their comfort and care during a stay at Bluff Hospital.



Seafarers chat in Andrew Jackson messroom. They are (l. to r.) Robert Lane, messman; Bob Mehrbrodt, O.S. Dayman; Paul Dew, A.B.; and C. Kent, also an A.B.



Oiler Peter Dyer was interested in shopping for a new jacket when he bumped into these two Japanese vendors who boarded ship in order to sell their wares. Here they are haggling over price inside a passageway aboard SS Andrew Jackson during second week of December.

January 6
1967

SEAFARERS LOG

SPECIAL
SUPPLEMENT

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

**License Training and Upgrading Program
Jointly Operated by the
Seafarers International Union, AGLIW District
and
District 2; Marine Engineers Beneficial Association**

This report on the joint license training and upgrading program operated by SIU and District 2 MEBA appears simultaneously in the SEAFARERS LOG and DISTRICT 2 MARINE ENGINEER, official organs of the two sponsoring unions.

Once again, this is an occasion to be proud of the determination and performance of SIU members. In less than one year's time, 113 Seafarers have obtained licenses as ships' engineers after preparing for their examinations at the School of Marine Engineering jointly sponsored by the SIU and District 2 MEBA. Many more SIU engine department men are presently enrolled in the School, receiving instruction that will enable them to sit for their licenses and to sail as engineering officers.

This unique school and what it is accomplishing is important to the men themselves, to the SIU and to the nation. From the standpoint of the Seafarers themselves, the manner in which they have upgraded themselves is a convincing demonstration that the foc'sle is still a major source of potential licensed officers. Provided with the protection of the benefits they have earned as unlicensed seamen, the record shows that men from the foc'sle can and will obtain their licenses and perform creditably on the job.

The benefit to the union as a whole derives from the fact that by helping to fill the need for licensed engineers aboard American-flag vessels, these men have enabled SIU-MEBA District 2 jointly contracted ships to continue to sail on time.

And the national interest is served by the continued sailing on time of these ships, particularly those engaged in the vital Viet Nam sealift.

The response to the license training program, first of its kind to be offered anywhere, is most gratifying. We take special pride in the manner in which these SIU engine department men have performed in school and subsequently in their new shipboard duties. The example of those who have successfully completed the course should inspire their union brothers to also take advantage of the opportunity that this union training program affords to SIU members, their families and the nation.

Finally, the jointly operated union school is an example of what trade union cooperation can accomplish and contribute in the interests of the workers involved, and to the security of the industry and the nation.

PAUL HALL, President
Seafarers International Union

Little over a year ago, the shortage of licensed marine engineers became more acute as a result of the impending breakout of ships for the Viet Nam sealift. District 2 MEBA, like other unions, faced the possibility of delayed sailings, which posed a threat to the national security and to the security of every District MEBA member and all other ships' personnel.

Now, in January 1967, the picture has changed remarkably for District 2. Because of the success of our joint training and upgrading program—and our ability to provide opportunities for the graduates of the maritime academies—our contracted ships have been able to sail throughout the year without delays, and the Union has met its contractual commitments.

In the relatively short period since the School of Marine Engineering was established, 75 District 2 members have raised their licenses, and the flow of men taking advantage of the upgrading program continues. At the same time, 113 SIU members have obtained original licenses under the program and have sailed as engineers on District 2 ships.

District 2 is proud that we have been able to provide a means through which our members can raise their licenses without hardship to themselves and their families. We have also been able to draw qualified unlicensed men from the SIU into our ranks as engineers, enabling us to cope with the Viet Nam crisis and to prepare for our future peacetime requirements for new engineers.

The success of this program has been made possible by the outstanding cooperation and support of the union's deep-sea membership. A great deal of credit also belongs to the quality of instruction offered by the School of Marine Engineering and its exceptionally qualified staff, many of whom are District 2 members.

We cannot stop now. The need for qualified engineers in all ratings will continue well into the future. Our license upgrading program has proved its worth. Every District 2 member is urged to make use of this unusual opportunity to raise his license.

RAYMOND T. MCKAY, President
District 2, Marine Engineers Beneficial Association



Edward Adamson
Age 21, 2nd Eng.
SS Trans Hartford



William S. Allen
Age 34, 2nd Eng.
SS Rambam



Carl Anderson
Age 58, Chief Eng.
SS Manhattan



Robert V. Anderson
Age 37, 3rd Eng.
SS Steel Designer



Michael Aversano
Age 32, 2nd Eng.
SS Connecticut

The individual photos on this and the following pages are of the SIU and District 2 MEBA members who got either original licenses or upgraded licenses at the jointly operated training school. Captions give name, age, steam license obtained and first vessel shipped on after obtaining license.

Joint Program Meets Need for Licensed Engineers

The highly successful engineers' training program by means of which the SIU and District 2, MEBA have been meeting the needs of contracted vessels for licensed engineers points up the effectiveness of inter-union cooperation in handling common maritime problems.

In late 1965, when the shortage of licensed engineers became aggravated by the increasing demands of the Viet Nam sealift, the SIU and District 2, MEBA began intensive discussions aimed at establishing a training program through which unlicensed personnel could obtain engineers' licenses and licensed engineers could be trained for raising their grade.

On January 3, the two unions signed an agreement establishing the jointly-sponsored training program. The program included the operation of a School of Marine Engineering and other provisions for assisting both licensed and unlicensed applicants to obtain and upgrade licenses.

The agreement set a precedent in the maritime industry because it not only provided for a program of study under a staff of professional instructors, but also set up a program of subsistence payments for members of both organizations while they were attending the school.

Another of the precedent-setting features of the joint union venture was a provision to give unlicensed SIU members who obtained licenses under the program full credit for all the pension benefits they had built up while sailing unlicensed.

This protection of pension credits had been one of the principal obstacles to the development of joint union upgrading programs in the past. The success of the SIU and District 2 MEBA in resolving this problem was widely hailed throughout the industry as a pattern for licensing and upgrading programs to help ease the chronic shortage of licensed engineers in the American Merchant Marine. Over a period of time, discussions had been held with other unions to develop similar programs, but without success. As a result, the SIU-District 2 program became the first, and so far the only, joint union training program of its kind.

Immediately after announcement of the program, applications to attend the school began pouring in from the members of both unions. Classes at the newly-established School of Marine Engineering, located in Brooklyn, New York, began on February 1, 1966.

The program's effectiveness in producing new licenses and upgrading existing ones was soon demonstrated. On March 4, two MEBA District 2 members, Charles Polsen and Charles Mollard, upgraded their licenses to Second Assistant Engineer after preparing for their examinations at the school. The first SIU member to obtain a license under the new program was Robert Anderson, 37, who had been shipping as fireman, oiler and watertender. Anderson got his license on April 14 and almost immediately obtained a Third Assistant Engineer's berth on the Steel



Otis C. Bailey Jr.
Age 41, 2nd Eng.
SS Panoceanic Faith



Thomas W. Barnes
Age 31, 3rd Eng.
SS Mt. Vernon Victory



James Barnette
Age 43, 3rd Eng.
SS Lynn Victory



Alexander Becker
Age 37, 2nd Eng.
SS Sea Pioneer



Edward Bender
Age 51, 1st Eng.
SS Steel Traveler



George W. Berthold
Age 56, 2nd Eng.
SS Rio Grande



Raymond Bille
Age 40, Chief Eng.
SS Yellowstone



William C. Biskas
Age 49, 3rd Eng.
SS Albion Victory



James F. Black
Age 33, 3rd Eng.
SS Transerie



Christopher A. Bobbe
Age 41, 3rd Eng.
SS Geneva



Gil Borge
Age 45, 2nd Eng.
SS Potomac



Donald N. Bowtell
Age 34, 2nd Eng.
SS Duke Victory



Sverre Brenna
Age 52, 2nd Asst.
SS Ames Victory



Ira C. Bridges
Age 43, 2nd Eng.
SS U.S. Navigator



Steve Brunstrom
Age 23, 2nd Eng.
SS Cosmos Trader



Roger Burke
Age 22, 2nd Eng.
SS Erna Elizabeth



David Burkes
Age 24, 2nd Eng.
SS Steel Designer

Union School Produces 188 Licenses in 1966

Designer (Isthmian), for a voyage which began on April 21.

From that point on, the jointly sponsored school has continued to produce licensed engineers from among the unlicensed SIU personnel and to upgrade District 2 engineers to higher licenses. By the end of 1966, less than 9 months after Anderson got his license, the school had produced a total of 188 licenses, 113 new licenses for SIU members and 75 for District 2 members.

Of the SIU members, 72 had 3rd assistant's licenses, and 41 had obtained original licenses as Second Assistants.

Also by the end of 1966, 75 District 2 engineers had upgraded their licenses, 22 to Chief Engineer, 11 to First Assistant, and 42 to Second Assistant. These were all steam licenses but a number of the men also obtained diesel licenses in addition to their steam licenses.

As a result of the joint license program, plus the output of the Merchant Marine Academies, ships manned by the SIU and District 2 contracted companies were able to sail without a single delay during the year, a highly significant achievement in view of the heavy break-out of ships for the Viet Nam Sealift. Thus, the unions were able to meet their contractual commitments. All their contracted vessels sailed on time and the needs created by the Viet Nam conflict were being satisfied in so far as these two organizations were involved.

At this time, the SIU-District 2 program and the merchant marine academies are the only major sources of new licenses for marine engineers. For example, for the period of its operation in 1966, the SIU-District 2 program produced 113 new licenses. The United States Merchant Marine Academy, the largest of the maritime colleges, graduated 111 licensed engineers in 1966. The SIU-District 2 program will soon be augmented by the recently-instituted license training program of the SIU of North America-affiliated Marine Firemen's Union on the West Coast.

The SIU-District 2 program supplements the new engineers graduated by the Federal and state maritime academies.

A good many academy graduates are District 2 members and sail aboard the Union's contracted vessels in all license categories. More graduates are expected to ship with the union in 1967 and in future years.

Both the academies and the District 2-SIU joint training program are vital sources of the new engineers who, as the estimates indicate, are necessary to fill the demands of American shipping, now and in the years ahead.

District 2 MEBA is on record that the best way to answer the problem of the shortage of engineers is "by keeping the academies, and expanding the type of upgrading program we have developed with the SIU."

(Continued on next page)



Douglas J. Burnett Jr.
Age 37, 2nd Eng.
SS Albion Victory



Raul Cabrera
Age 49, 3rd Eng.
SS Merrimac



Thomas W. Carter
Age 44, 3rd Eng.
SS Mankato Victory



Phil Choi
Age 51, Chief Eng.
SS Baylor Victory



Robert Chronowski
Age 24, 2nd Eng.
Instructor at School



Ellis W. Cottrell
Age 39, 3rd Eng.
SS Jefferson City Victory



Charles Cunningham
Age 43, 2nd Eng.
SS Delaware



Michael Cunningham
Age 24, 2nd Eng.
SS Long Lines



Hugh D. Corran
Age 29, 3rd Eng.
SS Cosmos Trader



Walter Czerny
Age 22, 2nd Eng.
SS Asbury Victory



Lelf K. Dalen
Age 42, 3rd Eng.
SS St. Christopher



Alfred O. Davis
Age 36, 3rd Eng.
SS Ocean Pioneer



Howard B. Davis
Age 43, 2nd Eng.
SS Northwestern Victory



Walter F. Dawson
Age 39, 3rd Eng.
SS Steel Artisan



Frederick Dieterle
Age 23, 2nd Eng.
SS Manhattan



Richard Dixon
Age 44, Chief Eng.
SS Cosmos Trader



Dennis Doherty
Age 27, Chief Eng.
SS Long Lines



Lonnie B. Dooley
Age 42, 3rd Eng.
SS Bessemer Victory



George A. Eberwein Jr.
Age 32, 3rd Eng.
SS Transyork



James Egbert
Age 23, 2nd Eng.
SS Steel Scientist



Charles W. Eschenbach
Age 39, 3rd Eng.
SS Hercules Victory



Bobby Ethridge
Age 41, 2nd Asst.
SS U.S. Defender



James M. Faust
Age 54, 2nd Eng.
SS Fairisle



Fred O. Fleischmann
Age 40, 2nd Eng.
SS Mankato Victory



Walter Fleishman
Age 44, 2nd Eng.
SS Bangor



George C. Foley Jr.
Age 42, 3rd Eng.
SS Rio Grande



Robert Geddings
Age 39, 2nd Eng.
SS Hudson



Robert Gilks
Age 43, Chief Eng.
SS Fortaleza



Emil J. Glaser
Age 43, 2nd Eng.
SS Steel Architect



Fred Goff
Age 52, 2nd Eng.
Waiting To Ship



Ernest Goldsmith
Age 51, Chief Eng.
SS Steel Navigator

(Continued from previous page)

Against the background of the Viet Nam conflict, the great strength of the SIU-District 2 training program is the fact that it is producing newly-licensed men when and as they are needed. This is a continuing source of new licenses as ships are being broken out. Its results are evident every day. The benefits of the SIU-District 2 program for the nation as a whole were apparent in the remarks of former Maritime Administrator Nicholas Johnson, made before a special subcommittee of the House Merchant Marine Committee on May 2, 1966 in which he said:

"Since upgrading is the only type of program which offers rapid results in the time frame which is established by the Viet Nam seafight build-up, the Maritime Administration prefers that the example given by District 2 MEBA, in conjunction with the Atlantic and Gulf District of the SIU, be followed by District 1 and the Pacific Coast District of the MEBA."

The joint training program is not aimed exclusively at meeting the needs of the Viet Nam conflict, however. It is expected to help to satisfy the normal peacetime requirements of the unions as well. Jobs as engineers for both the newly-licensed men coming through the joint program as well as for the present District 2 membership should be plentiful well into the future, even aside from those jobs created by the Viet Nam crisis. First off, there is the normal attrition resulting from men leaving the industry, deaths and retirements on District 2 MEBA pensions. The new provisions of the District 2 pension program, which become effective in June 1968, are expected to result in additional retirement applications among senior licensed engineers, thus creating a demand for additional replacements. New jobs are also expected to result from additions to the fleets under contract to District 2 MEBA and SIU.

The experience of 1966 has proved that the SIU and District 2 MEBA were correct in reasoning that a large number of new licenses could be produced from among the unlicensed personnel if an attractive program was established. Protecting pension credits, providing the men attending the school with adequate subsistence allowances, and tailoring the program to fit the needs of the students have proved to be the essential elements of the program.

The unions were also correct in assuming that a large number of District 2 members would upgrade their licenses if a good school was established and provisions were made to ease the financial burden of men attending the school. As a result of these provisions, 75 engineers have upgraded their licenses at the School of Marine Engineering.

The school has functioned so well that it rapidly began to outgrow its facilities. Within a matter of months after the program had started, plans were developed for acquiring larger and more adequate classroom and other instruction facilities.



Robert Anderson (right), first SIU man to get license at joint Union school, is congratulated by shipmate as he takes over Third Engineer's job on SS Steel Designer.



Job performances by men who have obtained original and upgraded licenses through joint Union program have been acclaimed. Students' attentiveness to studies, as evidenced in class here, coupled with practical engine room experience, has produced competent engineers.

School's Graduates Doing First-Rate on Job

The success of the program in producing 113 new engineers in 1966 is only part of the story. Equally gratifying is the performance of the men who have obtained their original licenses through the program.

Testimony to the professional skills and competence shown by these new engineers is coming in from the companies in which they're working. Ronald Spencer, director of the School of Marine Engineering, has received letters from Marine Superintendents, Port Engineers and Chief Engineers lauding the newly-licensed engineers for their know-how and interest in their duties.

Typical of the comments which the school has received from supervisory personnel in the industry who have evaluated the performance of the new engineers are these:

"Mr. Charles Michaels has proven himself a most capable engineer and it is my pleasure to have him as an engineering officer."

* * *

"Mr. Alfred O. Davis, who graduated from your school in June, has shown and proven his ability as Third Assistant Engineer. In

addition to being a damned good engineer, he is also a fine shipmate.

"This has been my first opportunity to sail with a School of Marine Engineering graduate. All I can say is if all are as well trained as Mr. Davis, this is one of the finest things to have happened. Keep up the good work. We need good, trained engineers."

* * *

"I would like to commend you for the fine job you are doing in training unlicensed men for their original license.

"We have had Mr. Robert E. Poore as Third Assistant Engineer since June 12th. He has performed all of his assigned duties to our complete satisfaction. He has shown an interest in his job and is not afraid to ask questions.

"I am looking forward to more of your graduates in the near future."

(The originals of these and other letters testifying to the performance of the newly-licensed engineers are on file at the School of Marine Engineering.)



Finn Grodstedt
Age 47, 1st Eng.
SS Monticello Victory



Patrick J. Grennan
Age 51, 3rd Eng.
SS Battle Creek



Donald Hay
Age 38, Chief Eng.
Waiting To Ship



Ray Jakubowicz
Age 26, 1st Eng.
Waiting To Ship



Partha E. Jernigan
Age 42, 3rd Eng.
SS U.S. Builder



Donald Keddy
Age 38, Chief Eng.
SS Steel Rover



John W. Keller Jr.
Age 38, 3rd Eng.
SS U.S. Adventurer



Lawrence Keneker Jr.
Age 43, 2nd Eng.
SS Steel Designer



Brendan Kennedy
Age 23, 2nd Eng.
Waiting To Ship



John J. Kennedy
Age 40, 2nd Eng.
SS Steel Vendor



John Kimble
Age 22, 2nd Eng.
SS Steel Seafarer



Michael J. Kindya
Age 26, 3rd Eng.
SS Steel Vendor



Cyril King
Age 50, 2nd Eng.
SS Montpelier Victory



Nikolaos Kostantas
Age 34, 2nd Eng.
SS Hans Isbrandtsen



Edward J. Krcha
Age 41, 3rd Eng.
SS Duke Victory



John Langus
Age 52, 1st Eng.
SS U.S. Mate



Ellie H. Larrimore
Age 46, 3rd Eng.
SS Sea Pioneer



Kenneth G. Laughlin
Age 25, 3rd Eng.
SS Bangor



John Leydon
Age 23, 2nd Eng.
SS Steel Navigator



William P. Logan
Age 34, 2nd Eng.
SS Steel Advocate



Records of SIU engine men are run through data processing machines to determine availability of qualified candidates for license training.

Union Training Program Is Keyed To Needs of Individual Student

Classroom work at the School of Marine Engineering is tailored to fit the needs of the students. The classes are taught by the School's director and by five instructors.

The courses run from 15 to 90 days, depending on the background and needs of the individual student. If a student has had relatively little formal education and needs more time to prepare for his license, he can remain at the school for a longer period. There are generally about 60 SIU unlicensed men and 20 District 2 engineers attending the school at all times.

Engineers can prepare for raises in grade to Second, First or Chief Engineer, steam and/or diesel. Unlicensed men can study for their original Second or Third's license, steam and/or diesel.

Subjects offered include first aid, reciprocating engines, fire tube boilers, auxiliary steam and diesel, DC electricity, gas masks, mathematics,

turbines, water tube boilers and steam generators, AC electricity, refrigeration and air conditioning, fire detection and protection systems, equipment sketching and mechanical drafting.

Class hours are from 0930 to 1200 and from 1300 to 1530 Monday through Friday. Conferences with the director can be arranged.

The courses consist of lectures and demonstrations of shipboard equipment. Visual aids are used extensively. Books are issued to the students which they use in classroom study and homework. Engine department equipment and machinery are used in the course of classroom work.

The original books used at the school were a set of 13 training manuals published by the District 2 MEBA Safety and Education Plan. New books have also been prepared by the staff at the School of Marine Engineering and are now being used.



Nicholas Loizos
Age 51, 1st Eng.
Waiting To Ship



Endel Loosar
Age 43, 3rd Eng.
SS St. Christopher



Al Maldonado
Age 50, Chief Eng.
SS Steel Recorder



Mauro J. Matonte
Age 46, 3rd Eng.
SS Steel Admiral



William G. McChesney
Age 57, 3rd Eng.
SS U.S. Pilot



Edward A. McCormick
Age 48, 2nd Eng.
SS Steel Worker



Jim McCue
Age 34, Chief Eng.
SS Achilles



Francis X. McGlone
Age 40, 3rd Eng.
SS Albion Victory



David S. McGrath
Age 26, 3rd Eng.
SS Delaware



Hector Mendez
Age 34, 3rd Eng.
SS Ocean Pioneer



Richard Mesaris
Age 23, 2nd Eng.
Waiting To Ship



Charles E. Michaels
Age 49, 3rd Eng.
SS Tucson Victory



Harry R. Mitchell Jr.
Age 26, 3rd Eng.
SS Steel King



Walter Mitchell
Age 40, 2nd Eng.
SS Rice Victory



Charles C. Mollard
Age 24, 2nd Eng.
Instructor at School



School Director Ronald R. Spencer explains formula for solving pump capacity problems. Teaching techniques used by instructors has enabled even those men with little background in math to master its practical shipboard application.

How to Apply for Training, Upgrading

To qualify for the training program, an SIU unlicensed engine department man:

- Must be 19 years of age or older.
- Must have 18 months as a fireman, watertender, oiler, deck engine mechanic, engine man or junior engineer, together with six months as a wiper. (In many cases, credit will be given across the board for non-watchstanding ratings above wiper, and for service in the US Navy and Coast Guard).

To qualify for license upgrading, a District 2 MEBA engineer must:

- Have twelve months of seetime on his existing license.

Complete information about the training program and any of its features may be obtained from any SIU and District 2 MEBA hall, or at headquarters of either union:

SIU headquarters: 675 Fourth Avenue, Brooklyn, N.Y. 11232. Telephone: (Area Code 212) HYacinth 9-6600.

District 2 MEBA headquarters: 650 Fourth Avenue, Brooklyn, N.Y. 11232. Telephone. (Area Code 212) STerling 8-0209.



Newton Mount
Age 47, Chief Eng.
SS Bangor



James Mrozick
Age 30, 2nd Eng.
SS Thetis



Ernest E. Muller
Age 48, 3rd Eng.
SS Transyork



Raymond Murphy
Age 46, Chief Eng.
SS Ames Victory



Nathaniel Muse
Age 44, 2nd Eng.
SS Steel Admiral



A Major Source Of New Licenses...

The SIU-District 2 MEBA license training program and the merchant marine academies are the major sources of new licenses for marine engineers. Following is the breakdown of the number of new licenses issued in 1966 to graduates of the SIU-District 2 MEBA School of Marine Engineering, the US Merchant Marine Academy at Kings Point, and the five state maritime colleges:

SCHOOL	NUMBER OF ORIGINAL LICENSES—1966
SIU-District 2 MEBA school	113*
US Merchant Marine Academy	111
Maine Maritime Academy	79
NY State Maritime College	67
California Maritime Academy	31
Massachusetts Maritime Academy	22
Texas Maritime Academy	5

* This figure does not include the 72 engineers who raised their licenses after preparing at the SIU-MEBA School of Marine Engineering.



Robert Roedel, 100th SIU man to receive engineers license after preparing at Union Training School, shows his certificate to SIU President Paul Hall (right) and Ronald Spencer (left), Director of jointly sponsored SIU-MEBA District 2 school.



MEBA District 2 President Raymond T. McKay is shown at his Union's Headquarters during discussion of unique licensed training and upgrading program jointly operated by District 2 and SIU.

Increase in Licenses Seen

As the jointly-sponsored licensed engineers' training program approaches the completion of its first year of operation, plans are being mapped to turn out an increased number of engineers in 1967.

The first year of operation of the School of Marine Engineering was largely experimental in character, with emphasis on perfecting the training techniques and establishing a well rounded program that would function on a continuing basis.

Based on the overwhelming success achieved in 1966, coupled with perfecting the training techniques and the addition of expanded classroom and subsistence facilities, the total output of new licensed engineers is expected to increase substantially in the coming year.

Added to the output of the SIU-District 2 training school program will be that of the newly-instituted program established by the SIU-affiliated Marine Firemen's Union and the Pacific Maritime Association, which has already begun to train unlicensed engine room personnel for their licenses.

Although the MFOW program actually only got underway in the last months of 1966, it has already produced four new licenses, and there are approximately twenty more MFOW members who are presently training to sit for their licenses.



Response during the first year of operation by SIU unlicensed Engine Department men and MEBA District 2 members to the opportunity for license training and upgrading has necessitated plans for expanded school facilities.



Students pursue studies seriously and diligently. Class in photo works out ship board engineering problem.



Among the many government and industry representatives who have visited School was former Maritime Administrator Nicholas Johnson, shown addressing class.

Students Aided by Liberal Cash, Subsistence Benefits

A significant and unique aspect of the joint union training program is that it places no burden upon the taxpayer, because it is self-sustaining and does not involve any governmental funds.

Nor are there any costs or charges to the SIU and MEBA District 2 members attending the school. Members of both unions receive a wide range of benefits throughout the period of their training.

Subsistence Provisions for SIU Members:

SIU members who are enrolled in the license training program are provided with meals, lodging and subsistence payments of \$110 a week while in training. Tuition and books are provided at no cost to the man.

In addition:

- Pension benefits built up by Seafarers under the Seafarers Pension Plan will be fully credited and protected and SIU pensions will be supplemented by the District 2, MEBA Pension Plan in approximately the same amount.

- All welfare benefits will be covered and protected.

- Seafarers qualifying for their engineer's licenses and sailing aboard District 2 MEBA contracted ships will not be required to pay the District 2 MEBA \$1,000 initiation fee so long as the Viet Nam conflict continues. It shall be waived in its entirety.

- Seafarers will not be required to drop their SIU membership if they do not wish to do so.

- SIU men who possess engineers' licenses in any rating and who have not been sailing on their licenses because they have wished to protect their SIU pension and welfare credits, are eligible for immedi-

ate shipping on their licenses with full protection of their pension and welfare benefits, as well as protection of all other benefits and security provided in the program. * * *

Subsistence Provisions for MEBA members:

District 2 engineers attending the school receive the following benefits:

Free tuition (tuition at commercial upgrading schools for comparable programs average \$150 for engineers going for Second's and First's licenses and \$250 for engineers studying for Chief's licenses); Class B wages at their present license grade (roughly from \$600 to \$800 a month); full welfare, pension and vacation coverage; and one-way transportation, subject to the approval of the Director of the District 2 Safety & Education Plan.

Wages are based on a 30-day month and are paid weekly. The check comes to 7 times the computed daily wage rate. Pension and welfare contributions are also made for every day the engineer is at school. If the engineer is on vacation when he attends the school, he does not get vacation credits. If he is not on vacation, however, he gets vacation credits. In that case, the vacation he earns while at school is payable after he returns to sea.

The benefits paid to engineers attending the school come from funds that used to be divided among the engineers on ships that were short-handed. Since February 1, the operators have also been making welfare and pension contributions to the Plans for the missing engineers when a ship sails short. In the past, no contributions were made to the Plan in such circumstances.

Visitors from US Merchant Marine Academy are shown with instructors and District 2 MEBA representatives during visit to School. From left: Bob Chronowski, Robert Lindmark, instructors; Gerald Pennisi, District 2; Commander Charles Renick, USMMA; Leon Berlage, District 2; Jack Tiernan, President, USMMA alumni; School Director Ronald Spencer; Charles Mollard, Chuck Polson, instructors.





Vaughn J. Nelson
Age 39, 2nd Eng.
SS Steel Architect



Sigwart G. Nielsen
Age 60, 3rd Eng.
SS Rice Victory



Joe Nosamar
Age 45, 3rd Eng.
SS Steel Seafarer



Stanley Novak
Age 35, 2nd Eng.
Waiting To Ship



Ellert Olsen
Age 51, 1st Eng.
SS Sea Pioneer



William F. Oppenhorst Jr.
Age 40, 2nd Eng.
SS Steel Recorder



John L. O'Rourke
Age 41, 3rd Eng.
SS Northwestern Victory



John J. O'Sullivan
Age 46, Chief Eng.
SS Steel Director



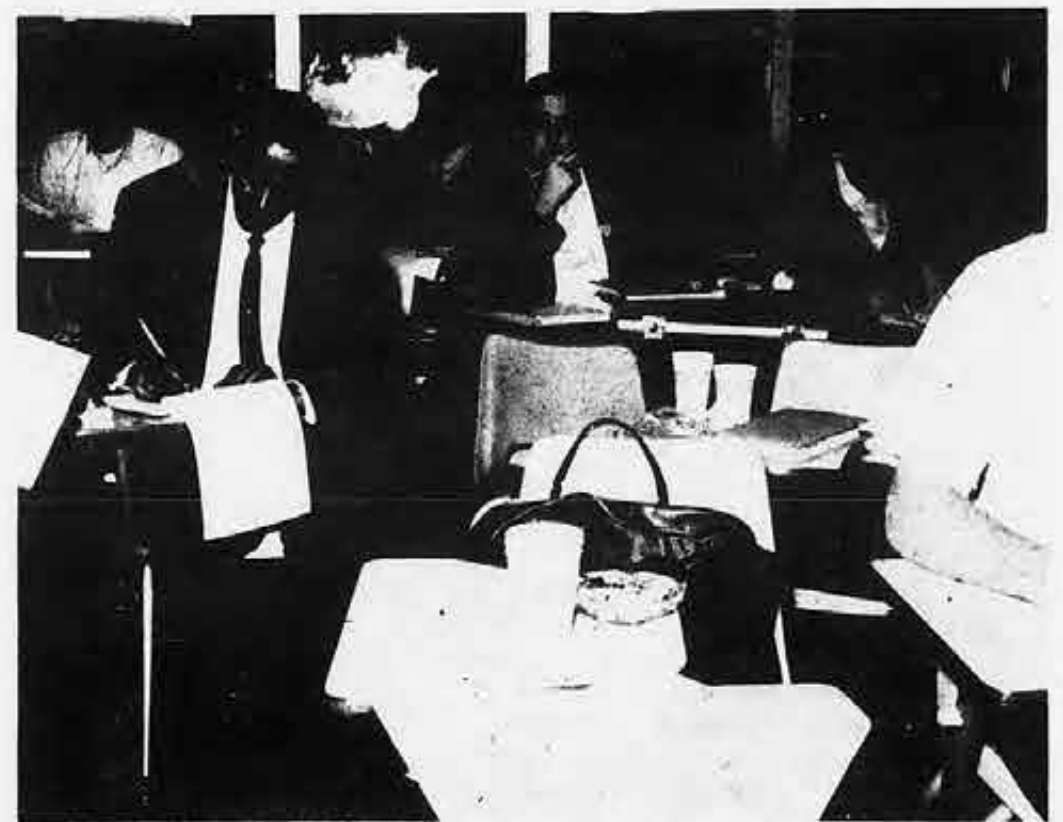
Gordon J. Owen
Age 42, 2nd Eng.
SS Steel Navigator



Thomas D. Owen
Age 39, 2nd Eng.
SS Steel Maker



District 2 Engineers Joe Pronack (left) and Don Keddy examine flame safety lamp at Union school. Pronack got First Assistant's license and Keddy Chief's license after preparing at School.



Students at School follow instructor's lectures by taking notes, as shown in photo above. Men sit for their license examinations when instructors consider that they are adequately prepared.



John F. Owens
Age 41, 2nd Eng.
SS Floridian



Charles W. Palmer
Age 44, 2nd Eng.
SS Steel Apprentice



Dick Pancerall
Age 33, 2nd Eng.
SS Selma Victory



Hibner E. Parsons
Age 48, 3rd Eng.
SS Steel Traveler



George Patterson
Age 39, Chief Eng.
SS Montpelier Victory



Ib A. Pedersen
Age 38, 2nd Eng.
SS U.S. Pilot



Wallace Perdue Jr.
Age 40, 2nd Eng.
SS Steel Advocate



Robert W. Perry
Age 34, 3rd Eng.
SS Steel Age



Beyrl Peterson
Age 50, 3rd Eng.
SS Bessemer Victory



Harry Pilalis
Age 22, 3rd Eng.
SS Beaver Victory



Charles C. Polsen
Age 24, 2nd Eng.
Instructor at School



Robert E. Poore
Age 27, 3rd Eng.
SS Achilles



James Pope
Age 40, 1st Eng.
SS U.S. Tourist



William H. Powell
Age 32, 3rd Eng.
SS Hudson



Joe Pronack
Age 24, 1st Eng.
SS Steel Rover

Men of All Ages Successful in License Program

One of the most notable features of the joint union operated license training and upgrading program is the fact that it has enabled men of virtually all ages to participate successfully in the course of instruction and to obtain original and upgraded licenses. As the record points up, the age of a man presents no obstacle if he is interested in taking advantage of the opportunity offered by the program. And, as the record shows, the older men are having as much success in the program as their younger shipmates. This is true of both unlicensed SIU members sitting for original licenses and of District 2 MEBA engineers raising their licenses.

The point is that if a man is interested in upgrading, all he needs is the willingness to try. The program provides him with the necessary financial assistance so that he can concentrate on his training. Men attend the school with shipmates and fellow union members in an atmosphere designed to help them with their studies. The entire program is geared to the man. At all time he is under the instruction and guidance of highly competent and qualified instructors who themselves are licensed engineers.

Similarly, there's no fixed limit on the amount of time a man may spend at the school preparing for his examination. Most of those who have participated in the program take about 90 days to get their licenses, but a man may stay longer if he needs the time. The joint program boasts successful candidates of all ages ranging from those in their early 20s to those in their 60s.

The youngest SIU member to obtain a license after preparing at the school is Harry Pilalis, 23 years old, who is now sailing as a Third Assistant Engineer. Pilalis shipped as a fireman, oiler, watertender on SIU contracted ships before attending the school. He also had received instruction in lifeboat training, for which he holds an endorsement, and in fire-fighting. The last ship he sailed on before attending the school was the SS Penn Vanguard.

At the other end of the age scale is SIU member Sigurd George Nielsen, who obtained his Third Assistant Engineer's license at the age of 61. Nielsen, who is an SIU oldtimer, lives in Hoboken, N.J. He is married and has four children. He sailed in all unlicensed engine department ratings and had most recently been sailing as Chief Electrician. His last vessel before going into the school was the SS Colorado.

The youngest District 2 MEBA member to upgrade after attending the school is Edward Adamson, 21, who has just obtained his 2nd assistant's license. Adamson graduated from the Massachusetts Maritime Academy in 1965 and sailed later as Third Assistant on the SS Transarctic. He also holds a fire-fighting certificate. Adamson, who got his new license in December, is taking a short vacation before going back to work.

The oldest District 2 engineer to raise his license after attending the School of Marine Engineering is Carl Anderson, who got his license as Chief Engineer at the age of 58. Anderson is now sailing on the SS Manhattan.



William W. Quin
Age 45, 3rd Eng.
SS Steel King



Richard C. Ranly
Age 43, 3rd Eng.
SS Steel Artisan



Franklin F. Reid Jr.
Age 52, 2nd Eng.
SS Erna Elizabeth



Thomas J. Rejevich
Age 39, 3rd Eng.
SS Merrimac



Kenneth R. Rentz
Age 27, 3rd Eng.
SS Steel Director



Fritz Rethemeyer
Age 41, 3rd Eng.
SS Steel King



Clyde Ricker
Age 23, 2nd Eng.
SS Manhattan



Robert Riser
Age 40, Chief Eng.
SS Transwestern



Eugene V. Rockwell
Age 26, 3rd Eng.
SS Monticello Victory



Adolph J. Rodriguez
Age 37, 2nd Eng.
SS Yellowstone



Robert E. Roedel
Age 27, 3rd Eng.
SS Sagamore Hill



George Rogers
Age 23, 2nd Eng.
SS Steel Scientist



Lawrence B. Rowan
Age 38, 3rd Eng.
SS Cosmos Trader



Kenneth Sabol
Age 26, 2nd Eng.
Waiting To Ship



Federico Sanchez
Age 51, 2nd Eng.
SS East Point Victory



Thomas J. Scanlon
Age 33, 3rd Eng.
SS Steel Flyer



Evenings find students busy studying and reviewing at quarters provided for SIU members enrolled in training program. Hitting the books (in photo here) are Seafarers Louis Hopkins (seated) and Norm Wroten.



SIU member James Terry, who is preparing to sit for his Third Engineer's license, is shown here in classroom working out a problem assigned by instructors.



Martin Schnitzler
Age 42, Chief Eng.
SS Belgium Victory



Wilbert Schoepfer
Age 42, 2nd Eng.
SS Transerie



Kuno G. Schopfer
Age 50, 3rd Eng.
SS Cosmos Trader



Robert L. Scott
Age 33, 3rd Eng.
SS Connecticut



Gerald F. Shaffer
Age 40, 2nd Eng.
SS Platte



William Sherwell
Age 24, 2nd Eng.
SS Hans Isbrandtsen



Robert W. Simmons
Age 31, 3rd Eng.
SS Jefferson City Victory



Kenneth S. Singh
Age 39, 2nd Eng.
SS U.S. Explorer



Harry R. Singleton
Age 49, 2nd Eng.
SS Monticello Victory



Brian Skeels
Age 23, 2nd Eng.
Waiting To Ship



Capt. William F. Rea, chief Coast Guard Marine Inspection Officers for Port of New York, swears in Robert Roedel as Third Engineer. Roedel was 100th graduate of Union school to win original engineer's license.



Ed Skorupski
Age 36, 2nd Eng.
Waiting To Ship



John T. Skuba
Age 41, 3rd Eng.
SS Puerto Rico



Walter H. Skulski
Age 38, 3rd Eng.
SS Coeur D'Alene Victory



Albert Smith
Age 22, 2nd Eng.
Waiting To Ship

The Foc'sle—A Good Background

The SIU-District 2 license training program is based on the well-established fact that men coming up from the foc'sle can develop the skills to turn in a first-rate shipboard performance as marine engineers. The School of Marine Engineering is designed to provide them with an opportunity to obtain the training they need. It also prepares men from both foc'sle and maritime academy backgrounds to sit for higher licenses.

Men who have upgraded from the foc'sle hold down jobs as Chief Engineers on all types of ships, including those with the most complex power plants and machinery. While these men generally start with less formal theoretical knowledge than the academy graduate, they can, with proper training and serious study, move up in the key ratings, as the record of their shipboard job performances so well shows.

Men who came up from the foc'sle have been able to turn in excellent performances on every type of ship, including the retrofits and the new automated vessels.



James Smith
Age 47, 3rd Eng.
SS Belgium Victory



Keither Smith
Age 46, 2nd Eng.
Waiting To Ship



Joseph Sojak
Age 43, 3rd Eng.
SS Rio Grande



Udo Strickmann
Age 38, 2nd Eng.
SS Hudson



Tim Sullivan
Age 38, Chief Eng.
SS Steel Chemist



Rudolph Sura
Age 38, 1st Eng.
SS Connecticut



Antonio Tarquinio Jr.
Age 38, Chief Eng.
SS U.S. Builder



Sam Telech
Age 43, 3rd Eng.
SS Battle Creek



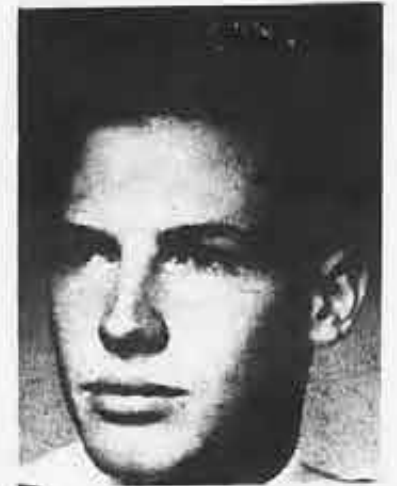
Evis Thibodeaux
Age 38, 2nd Eng.
SS Baylor Victory



Jesse Tillman
Age 50, Chief Eng.
Waiting To Ship



Eugene E. Thomas
Age 43, Chief Eng.
SS Henry



Terri Thompson
Age 23, 2nd Eng.
SS Puerto Rico



Longin Tybur
Age 36, 3rd Eng.
SS Beatrice Victory



Herbert Valdson
Age 53, 3rd Eng.
SS Steel Chemist



William Vance
Age 29, 2nd Eng.
SS U.S. Builder



Miquel Velez
Age 56, 3rd Eng.
SS Steel Director



Rocus Vellinga
Age 58, 2nd Eng.
SS Thetis

Training and Upgrading at . . .



1. Allan Mattson (right) applies for training in entry ratings at SIU's Harry Lundeberg School of Seamanship.



3. Having successfully completed training for entry rating, Mattson shipped as Wiper, at which job he is shown here aboard an SIU vessel.

2. Determined to have a seafaring career, Mattson studies SIU manual as part of preparation for entry rating.

SIU Trains Replacements For Men Who Get Licenses

The joint license training program has permitted the SIU and District 2 to sail their jointly contracted ships without delays because of manpower shortages, despite the breakouts for the Viet Nam sealift. It has also permitted the two unions to man a number of new ships over and above the breakout vessels.

Obviously, however, a program which depends on unlicensed manpower as the pool from which to produce licensed engineers cannot function as an isolated operation. The unlicensed men who qualify for licenses have to be replaced. And that is what is being done by the SIU through its

Harry Lundeberg School of Seamanship, which trains men for both shipboard entry ratings and for upgrading to QMED ratings.

The SIU has also stepped up its recruiting program for entry ratings. In addition, the union has circulated a large number of training and upgrading manuals to members interested in advancing to QMED ratings. Copies of the engineer training manuals prepared by District 2 MEBA have also been widely circulated among SIU members who are preparing to go on to license training.

By the beginning of 1967, 113 Seafarers had left the ranks of the unlicensed and sailed on their



Richard Vincent
Age 34, 3rd Eng.
SS Steel Architect



Robert Vinneau
Age 24, 2nd Eng.
Waiting To Ship



Jerry Vlachos
Age 34, 2nd Eng.
SS Steel Recorder



Bjorn Wagones
Age 54, 1st Eng.
SS Achilles



Bartholomew Walsh
Age 24, 2nd Eng.
SS Cape Catoche



John Ward
Age 22, 2nd Eng.
SS U.S. Tourist



William Weaver
Age 41, 2nd Eng.
SS Cottonwood Creek



Clinton Webb
Age 40, 2nd Eng.
SS Fairisle



William Weise
Age 43, 3rd Eng.
SS Potomac



Charles Welch
Age 45, 3rd Eng.
SS U.S. Victory

Harry Lundeberg School of Seamanship

With joint SIU-District 2 MEBA license training and upgrading program drawing men from ranks of qualified Seafarers, long-time SIU upgrading programs continue to make available trained engine department personnel to fill the gap left by those who have gone on for their licenses. Training program at SIU's Harry Lundeberg School of Seamanship begins with preparation of men for entry ratings, and continues with upgrading courses for engine room endorsements after the man has acquired experience at sea. Photo sequence here shows Seafarer Allan Mattson from time he applied for entry training at Lundeberg School to present job as FWT on SS Robin Goodfellow.



4. After Mattson got enough seetime to qualify for endorsement, SIU representative encourages him to take upgrading course at Lundeberg school.



6. After completing course and obtaining his FWT endorsement Mattson registers at Union hall in New York to ship in his new rating.



5. At Lundeberg School, Mattson was taught functions of engine room machinery. Here instructor explains workings of centrifugal pump.



7. In first job as FWT aboard SS Robin Goodfellow, Mattson is shown here putting oil burner into register in ship's fire room.

new licenses, and another 60 are presently enrolled in the School of Marine Engineering preparing for their licensing examination. Despite the loss of these men as FOW's, the number of qualified SIU members who were on the beach and available to ship on December 31, 1966 showed an increase over this classification of men who were available at the beginning of 1966.

This increase in available manpower is all the more significant in view of the additional drain on manpower created by the acquisition of 35 additional ships by SIU contracted operators over the number that have been reactivated because of Viet Nam.

The SIU's ability to build its manpower reserve can be traced to a number of factors—principally an increase in the number of men in entry ratings and changes in the shipping rules. The SIU has established and maintained a replacement ratio of 5 to 1 to offset the drainage on its qualified licensed personnel and to increase the supply of available qualified manpower to cope with normal attrition and to meet the demands of vessel break-outs. This program and approach to manpower needs for maritime was developed by the SIU at the time of the Korean war and has been maintained by the SIU since.



Gary Wheaton
Age 25, 2nd Eng.
SS Fortaleza



Donald White
Age 44, 3rd Eng.
SS Steel King



Lewis Williamson
Age 55, 2nd Eng.
SS Steel Surveyor



Patrick Wilson
Age 34, Chief Eng.
Waiting To Ship



Joe Wing
Age 34, 1st Eng.
SS Pecos



Kenneth Winters
Age 39, 2nd Eng.
SS Lynn Victory



James Young
Age 31, 3rd Eng.
SS Beaver Victory



Joseph Zeschitz
Age 50, 3rd Eng.
Waiting To Ship



Dennis Zwicker
Age 47, 2nd Eng.
SS Steel Maker

Photos of the following school graduates were not available at press time:

Frederick Barton
Age 23, 2nd Eng.
SS Cosmos Trader

William Fisher
Age 23, 2nd Eng.
SS Steel Flyer

Douglas Stuteville
Age 22, 2nd Eng.
SS Ocean Pioneer

Charles Wantland
Age 36, Chief Eng.
Waiting To Ship

The Staff of Instructors

Courses at the School of Marine Engineering are taught by a faculty of professional engineers with maritime experience. The teaching staff of the School is as follows:

Ronald R. Spencer, Director of the School of Marine Engineering and Chief Instructor. Spencer is a licensed professional engineer who also holds a stationary engineer's

license. He is licensed to teach in New York, New Jersey, Pennsylvania and California. His experience includes 14 years of teaching at the Strauss School of Marine Engineering and the Atlantic Merchant Marine Academy, where he taught licensed and unlicensed personnel both steam and diesel operations.

Prior to becoming director of the union license training and upgrading school, Spencer was for six years a senior engineer with the International Telephone and Telegraph Company, where he worked as a power plant specialist.

He has studied at the Newark College of Engineering, the University of the State of New York and Cooper Union.



Charles C. Mollard, Senior Instructor. Mollard is a graduate of the US Merchant Marine Academy, Kings Point, with a Bachelor of Marine Engineering degree. He holds two marine licenses, 2nd steam and 3rd diesel. A District 2 MEBA member, he has sailed with Isthmian Lines Inc. and Oriental Exporters.



Charles Polsen, Senior Instructor: Polsen holds a Bachelor of Science degree in Marine Engineering from the US Merchant Marine Academy at Kings Point. He holds a Second Assistant Engineer's license, Steam and Third diesel. A District 2 MEBA member, he came ashore in 1966 to prepare and sit for his 2nd's license. After receiving his license, he joined the staff at the School of Marine Engineering.



Robert Chronowski, Senior Instructor: Chronowski is a graduate of the US Merchant Marine Academy at Kings Point. He holds a degree as a Bachelor of Science in Marine Engineering. He also holds a Second Assistant Engineer's license Steam and a Third Diesel. Chronowski had been sailing as a 3rd assistant engineer until early last year when he came ashore to raise his license and later joined the Staff of the School of Marine Engineering. He also as a member of District 2 MEBA.



Robert F. Lindmark, Senior Instructor: Lindmark's experience includes sailing as an engineer aboard District 2 contracted vessels operated by Isthmian Lines Inc., Hudson Waterways Corp. and St. Lawrence Carriers, Inc. A graduate of the US Merchant Marine Academy, Kings Point, Lindmark holds a Second Assistant Engineer's license for steam vessels and a Third Assistant engineer's license for diesel.



John Coffey, Junior Instructor: Coffey teaches mechanical drafting at the School of Marine Engineering. A veteran of the US Navy, he formerly was employed by Todd Shipyard Corporation.

Union Training Programs-Wiper to Chief Engineer

Among the SIU and District 2 MEBA members who have attended the School of Marine Engineering are many who over the years have taken advantage of all the training and upgrading programs that are offered by the two unions.

Typical of the SIU members who have benefited from the various Seafarer training programs is Robert Roedel, age 26, who also had the distinction of being the 100th SIU member to obtain his original license under the joint union training program.

Roedel received his training in the entry ratings at the SIU's Harry Lundeberg School of Seamanship, which he completed in February 1962. After sailing as a wiper he returned to the Harry Lundeberg School in February 1964 for upgrading studies, upon completing which he obtained endorsements as fireman, oiler and watertender. Subsequently, he took the lifeboat training course

conducted by the Harry Lundeberg School and obtained a lifeboatman's ticket. He then returned to sea and sailed in unlicensed watchstanding ratings until he entered the School of Marine Engineering. On October 17, he obtained his Third Assistant Engineer's license and subsequently shipped as Third Assistant on the SS Sagamore Hill.

Among the District 2 MEBA members who have taken advantage of other District 2 training programs is Don Keddy, who got his Chief Engineer's license in June 1966 after attending the School of Marine Engineering. Keddy is now Chief on the SS Steel Rover. Keddy had obtained his Second's license in 1963 and his First's license in 1964 under provisions of an earlier District 2 MEBA program for upgrading which paid the tuition costs of District 2 members upgrading their licenses at commercial marine schools.

A Visit to USPHS Hospitals



Seafarer Joe Parisi (l) of deck department relaxes during stay at hospital by lighting up a cigarette and listening to some music. Brother Nevin Ellis (r), also deck, last shipped on Penn Explorer. He keeps up-to-date on seafaring by following the Log.



SIU Reps. Al Bernstein and Luigi Iovino visited USPHS Hospital, Staten Island, New York City, to check on welfare of union brothers and bring them holiday greetings. Left to right are Bernstein, L. Cetrano, M. Battle, & SIU Rep. Iovino.



SIU Representative Bernstein chats with Red G. Ward, member of steward's department of Inland Boatmen's Union, an SIU affiliate. Bro. Ward looks forward to a fast recovery so he may return to sea.



Seafarer Max Fingerhut of the steward department swaps stories with Ed Krantz of the Railroad Marine Region, an SIU affiliate. The two men enjoyed being visited by SIU Reps. Bernstein and Iovino, who distributed a Christmas bonus to all union members in dry dock during the holiday season.

Each year, just before the Christmas holiday, SIU representatives visit Seafarers drydocked in USPHS hospitals. They bring Yuletide greetings from all their Union Brothers and distribute cigarettes, cigars as well as a Christmas bonus for each hospitalized Seafarer.



Deck department member Wilhelm Larsen chats with SIU Rep. Bernstein and an unidentified Seafarer about shipping conditions and union benefits. Seafarer Larsen expects to be FFD very soon.



Seafarer Victor Sanabria of the steward department; Nevin Ellis; SIU Rep. Iovino; and Ed Krantz, along with an USPHS hospital employee, enjoy the distribution of a holiday bonus that comes the way of drydocked seafarer members every Christmas.

SIU Representative Iovino gives holiday bonus to Seafarer Manuel Rial, who last sailed on a Sea Land ship and is here shown lighting up a cigarette. Looking on are SIU Rep. Bernstein and Chris Polichronakis, an oiler whose last ship was Sapphire Gladys.



Bureau of Labor Statistics Cites Future Needs

U.S. Economy Must Grow 4% Yearly To Halt Jobless Rise, Study Reveals

The nation's economy will have to grow by at least 4 percent a year through 1970 in order to keep the unemployment rate from rising, according to a Labor Dept. study.

Economists from the Bureau of Labor Statistics and other federal agencies take an educated guess at the employment pattern for four years from now in the BLS study, "Projections 1970."

It takes into account anticipated growth in the work force, the expected increase in worker productivity, possible changes in hours of work and the consumer demand generated by an economy with an unemployment rate of between 3 and 4 percent.

AFL-CIO Research Director Nathaniel Goldfinger says union economists consider the Labor Dept. estimates of the economy's growth potential and rate of productivity increase "on the conservative side."

Goldfinger's view is that "the rate of productivity advance will probably be greater than 3.2 percent a year if the economy maintains high levels of employment."

The study forecasts a small rise in the number of manufacturing jobs, but a decline in the percentage of factory jobs in relation to the entire economy.

In the blue collar fields, the largest job gain is anticipated in the construction industry, with "a very substantial increase in construction employment by 1970."

Basis for this prediction is "rising state and local government needs, increased housing requirements and expanding business investment in plants," plus a lower productivity increase than for the economy as a whole.

Job Growth Varies

Employment in mining is expected to continue its decline, though at a slower rate. Transportation, primarily air and trucking, may rise numerically, but decline as a percentage of the work force.

The biggest increases are anticipated in trade, in state and local governments, and in services, a broad category which includes business, professional, private educational, medical and personal activities. About three-fourths of the projected employment gain would be in these categories.

Predicting continued high productivity increases in communications and public utilities, the Labor Dept. projection is that, "although services provided by these industries are expected to increase sharply, employment would remain at about the 1965 level and decline as a proportion of total employment."

Agricultural employment, the study anticipates, will continue its long-term decline. But the study predicts that most of the drop will be "among the self-employed and unpaid family workers, with the numbers of wage and salary employees remaining relatively stable."

The study bases its projections on "the assumption that there will be no military engagements in Viet Nam or elsewhere in 1970."

A continued slow decline in the workweek of three-tenths of 1 percent a year is projected to continue, with most of it in the non-manufacturing sector of the economy.

If the study's assumptions are accurate—and some have been questioned by union economists—the economy's course will be somewhere between the low growth rate of the late 1950's and the more rapid expansion of recent years.

The high birth rate of the late 1940's will be reflected in a rise in the number of new workers entering the labor market, the report indicates, and the number of new jobs that must be created to accommodate them.

A rise in the labor force of nearly 2 percent a year is pre-

dicted, contrasting with a postwar average increase of 1.3 percent.

A controversial estimate in the report places the annual productivity increase for the total private economy at 3.2 percent, made up of a 5.5 productivity gain in agriculture and 2.9 percent in the non-farm sector.

This is the average for the 1957-65 period, the study's authors note, and they qualify the estimate with the comment that "the trend of output per man-hour is the most difficult element to project."

YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying

By Sidney Margolius

U.S. Senator William Proxmire (D., Wis.) has announced that he will reintroduce the "truth-in-lending" bill which Paul Douglas of Illinois sought for six years before he was defeated for re-election last November.

This proposed law has become more urgent than ever now that banks, as well as retailers, are actively promoting revolving credit plans that charge unknowing users 1½ per cent a month on the declining balance. This is a true annual interest rate of 18 per cent a year.

The new bank credit card plans let you charge anything at participating stores, even small items you ordinarily pay cash for or wait to buy until you do have the cash. If you don't realize how much the "service charge" amounts to, you will take on a permanent new expense, as well as being led into impulse buying. That already is happening in Chicago and other cities where banks and retailers are pushing such "charge" plans.

The chief feature of the truth-in-lending bill, which retailers and lenders have been resisting to the death, is the proposed requirement that they tell you the true annual interest rate they charge on installment plans and loans. If they did, you would know what rate you were paying, and could easily compare rates among different lenders and dealers.

The main defense of lenders against disclosing annual rates is that this would be "cumbersome," and for revolving charge accounts, even impossible. But at the original hearings, Edward Gudeman, a former Commerce Department official and a long-time Sears executive, pointed out that credit extenders first determine on an annual basis what they want to charge. From there they work backwards to break down their annual rate, and tell it to consumers in the form of a monthly percentage or dollar charge on the original balance. Thus, they should be able to use predetermined charts providing a reasonable estimate of the annual rate for specific transactions.

They can do it in Canada. The province of Alberta enacted a law requiring that all credit transactions state the annual interest rate. Officials then discussed with mathematicians and financial publishers which math formula should be used by all creditors so that rates would be comparable, and retail and loan clerks would not be required to make difficult computations. Recently, J. E. Mason, Alberta Supervisor of Consumer Credit, wrote me, "We find the actuarial formula as recommended by mathematicians is most accurate, and publishers assure us that this can be applied to produce rate charts in much the same format as those presently in use by creditor employers."

In fact, Mr. Mason reports that credit associations and grantors have cooperated in working out this method.

But the antagonisms of U.S. businessmen to "truth-in-lending" startled even Mr. Douglas. Before he

retired from the Senate in 1966, he told us that almost all elements of the finance industry except credit unions and mutual savings banks joined in resistance; that while there had been some self-improvement in industries where other consumer-protection bills have been proposed, the only reaction of the finance industry was intensified opposition.

The bill has been opposed with special bitterness by finance companies, car dealers and retailers. Some of their arguments are incredible.

J. Gordon Dakins, Executive Vice President of the National Retail Merchants Association, called the proposal "unrealistic, misleading and dangerous." He declared that at best it would be meaningless to the average credit customer; at worst it would exaggerate his idea of the cost of credit and tend to discourage its "informed use."

Few laymen can accept the fact that interest rates in excess of 6 per cent per year are the rule rather than the exception," he advised his fellow merchants. "It would seem unwise to educate them at the cost of a serious set-back to the economy."

Another bitter opponent is the National Consumer Finance Association, a loan-company organization. Its executive vice-president, Carl Hawver, has declared that the public needs no help from the Government in handling its money. "The average American is a solid, God-fearing, bill-paying citizen who handles his financial affairs much better than most state governments and certainly better than the Federal government." (God-fearing and bill-paying he may be. But since the national debt increased 10 per cent in the first half of this decade, while total consumer debts increased 40 per cent, a better manager he is not.)

Dr. Hawver denies that consumers want credit costs stated in percentages: "Lots of Americans haven't figured 'simple annual interest' since they were in high school. They deal in hard cash. They want to know how many dollars it's going to cost them to borrow dollars, that's what they get paid in."

According to him, the reason why some lenders state their interest fees as a monthly rather than as an annual rate is that families handle their finances on a monthly basis; "they get paid once or twice a month and their bills come in on a monthly basis."

The way to help consumers is by more education, not more legislation, argues Dr. Hawver, pointing out that his association of loan companies has an "education program for developing better adult and student understanding of sound money management and the wise use of credit."

This, obviously, is much like the bartender insisting that he be put in charge of curing alcoholics.

Until we get a "truth-in-lending" law, your best policy is to (1) reserve the use of credit to major purchases for which you can't pay cash; (2) when you do need financing, borrow the cash yourself from low-cost sources such as credit unions or local banks; (3) borrow as little as you really need, and (4) pay back as soon as you can.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Eddie Sapir, state representative, is making a bid for the New Orleans City Council seat recently vacated by the election of the incumbent to a judgeship. Sapir was unanimously endorsed for election by the AFL-CIO of Greater New Orleans and Vicinity when he ran for that office. In Baton Rouge, Eddie Sapir has been one hundred percent for labor. Sapir has been favorable to the aims of labor and can be truly labelled a friend of labor. Members should bear this in mind in the coming election for Councilman "District B" on January 28, 1967.

New Orleans

Seafarer Claude H. Fowler, an AB with the Union for many years, is ready to ship on anything that comes down the Mississippi. Fowler was recently riding the *Globe Traveler* until he decided to stay in New Orleans for the holiday.

Bosun Thomas Garrity is also home for the holidays and will spend them with his wife Annie at their home at the top of the channel. Garrity was on the *Del Sol* as bosun on her run to South America.

Steward Bernie Guarino piled off the *Del Mar* to take a well-earned rest. Bernie served as Chief Steward on the *Del Mar* on his last trip. He intends to stay with the wife and kids through the holiday season.

The holidays have kept the hall fairly quiet.

Mobile

Seafarer Clarence J. Nall has been on the Gulf Area shipping scene for the last twenty-five years. His last billet was as chief steward on the trailership *Panama*. He'll be board-watching after the holidays. Chief Cook Stavros Petrantes just left the *Beaver Victory* after making a few runs on her to Viet Nam. Petrantes will stay on the beach for a while with his family to celebrate the holidays. Then, to sea and salt air again.



Fowler



Nall

A steady in the Gulf area for the last twenty years, Nicholas Mallette, is now relaxing with his wife and family at home in Bayou La Batre. He was last on the *Panama* which plies the inter-coastal run. Nick sails in the deck department. Back from bauxite country and off the *Alcoa Ranger*, deck man B. D. Thompson is home for the Holidays. Thompson got off the *Alcoa Ranger* when she was laid up for regularly scheduled repairs.

Electrician Earl H. Fain has recently returned from Viet Nam. He was there on the *Roberto Capay* during her last voyage. Earl makes his home in Louisville, Alabama. Mobilian Herman T. Wilkerson was pumpman on the *Penn Challenger* until illness forced him to leave her. He has shipped out of the Gulf for over twenty years.

Houston

Ray Threath is ready to take the first long trip that hits the boards. Threath sails in the deck department. Seafarer Ernest Berwald has been on the beach for a couple of weeks and is in no hurry to get back to sea. Ernie may ship again now that Santa Claus has come and gone. Chief Steward L. P. Haggmann has shipped in the steward department out of the Gulf area for many years. Haggmann is now on the beach but is looking to the board waiting for a chief steward's job heading for Saigon.

SIU Pension Hike Comes In Handy

To The Editor:
My wife and I wish to thank the trustees and Pension Fund for the increase in my pension, and also for the retroactive pay received today. It is appreciated and certainly a very nice help at this time. I also wish to thank you for helping out with my medical bills this past year.

Again, thanks to all, and a very happy and prosperous New Year.

Joseph H. King
Beaie P. King

Seafarer GI In Korea Keeps Up With LOG

To The Editor:
Please send the Log to my new address.
I would appreciate it very much if you would do this for me, as it is the only way that I can keep up on the Union news.

I have been in Korea for two months. I'm here on a 14-month tour as a radio-teletype operator, and I plan on shipping again with the Union as soon as my tour is up.
Thank you very much.

John A. Church

Retired SIU Man Thanks The Union

To The Editor:
Thanks to the SIU for the increase in my pension check.

I appreciate what the SIU and the SIU welfare staff have done and are still doing for me.

Merry Christmas to Seafarers everywhere.

Pat Driscoll

Work To Do Here, Says Seafarer

To The Editor:
I wish I had been asked the question by the Inquiring Seafarer, "Do you think it is important for man to get to the moon?" I feel very strongly about this.

I wish everyone in this country could see what I saw when I went ashore in Calcutta, India. I saw men starving in the street. Many of them were sitting propped up on the sidewalk, barely able to move. I will never forget this sight as long as I live. Is it moral for us and Russia to spend billions to get to the moon when people are starving to death in Calcutta?

To be fair, our country's record of supplying food to hungry countries, mainly to India, is wonderful. We have given India wheat to the point that our own stockpile is almost gone. I think this is wonderful. I read in the paper last week that now Russia is beginning to send her surplus wheat to India, and will send half of whatever we send.

I think Russia and the United States should stop the stupid race to see who can get a man on the moon first, and spend the money on helping India with her agriculture, her manufacturing and birth control measures.

If Russia insists on carrying on the race to the moon, I think we should have the guts to say "we have had it," and abandon it unilaterally.

I would also like to point out something very important. Brother Sam Hurst, Brother Charles Burns and Brother Lanny Lebet all said that we have to get to the moon "in the interest of national defense." Well, from what I have read lately, military experts are pretty much agreed that possession of the moon would not be a military asset, and that earth-launched ICBM's are more accurate than those that could be launched from the moon, and that they are cheaper and easier to launch.

The race to the moon is mainly for propagandist value. Really, who needs it? Space exploration may yield some scientific advances, but I don't think we earthlings are in a position to take on the task at this point.

Brother Walter Dunn summed the whole thing up much better than I could: "I really don't see any reason for man going to the moon. All that money spent trying could be used better attempting to get some place on earth."

Remember, Peace on earth, good will toward man.

Jim Townsend

Congresswoman Stresses Importance Of Maritime at Shipboard Meeting

"On Sunday afternoon at 3:00 p.m., December 4, 1966, before a Special General Meeting we had the unusual pleasure of having a lady address the membership—an extraordinary and very special lady and a friend of the United Merchant Marine—the Honorable Congresswoman Leonor K. Sullivan of the Third District of Missouri and a member of the Merchant Marine and Fisheries Committee." So wrote W. P. Kaiser, Meeting Secretary aboard the Del Norte (Delta), reporting to the Log a truly extraordinary meeting at sea. The crew was addressed by the Honorable Leonor K. Sullivan, a long-time member of the House of Representatives and a staunch champion of the American Merchant Marine. Following is Brother Kaiser's official account of this very special meeting at sea:



Congresswoman Leonor K. Sullivan is shaking hands with Peter Gonzalez, Ship's Delegate. Included in the photo are (l-r): Peter Gonzalez; Harry B. Donnelley, Galley Delegate; Congresswoman Sullivan; Leonard Bailey, Deck Delegate; Reuben Belletty, Topside Steward Delegate; William Meehan, Waiters' and Messmen's Delegate, and, on the extreme right, Bob Callahan of deck department.

"Mrs. Sullivan was escorted below and introduced to us by the ship's Captain, James L. Cox. Captain Cox, in introducing the Honorable Congresswoman, told us that for the past 14 years Mrs. Sullivan has represented the Third Congressional District of Missouri and had won her nomination in 1952 in a primary with seven rival candidates. She was then elected in November with a 50,000 majority over her opponent who had been elected to fill the seat left vacant when her husband, Congressman John B. Sullivan, died in office during his fourth term in the House.

"Captain Cox added that Mrs. Sullivan is and has always been a steadfast friend of our Merchant Marine.

"Congresswoman Sullivan gave a very informative and entertaining talk on the importance of enlarging our United States merchant fleet; how vital the Merchant Marine is to our great country; how our American ships play such an important role in the economy of the entire nation, not just influencing the population of the coastal sections, or of only those who work in the maritime industries. Very few people in the inland sections of the country, Mrs. Sullivan said, realize or know what "deep sea" ships are, much less recognize their worth to all the nation. The Congresswoman pointed out that very few citizens care what flag flies over the ships that carry our products to ports throughout the world. She said they really show little interest because it is not brought to their attention. She said further that the exporters of products made in our country rely too much on brokers consigning cargo and do not insist that the brokers give the export business to U. S. flagships whenever possible.

"Congresswoman Sullivan said that complaints are made about how much in subsidy it takes to support American shipping, but no thought is given to the fact that the men who sail them should have the same standard of living that is enjoyed throughout our nation.

"The present law states, she said, that our Government Aid Cargo should be carried on a 'fifty-fifty' basis, but this usually ends up as seventy five or more per cent to a foreign ship and twenty five per cent for our ships—most of the time less than seven-teen per cent.

"Mrs. Sullivan urged that we talk about our Merchant Marine to all people and that we show

passengers aboard SIU-contracted ships by our conduct and work that we are comparable to and better than the best in our field. "People who know us will fight for our merchant fleet," she said.

"Mrs. Sullivan also reminded the men that rates for shipping most cargo are the same under U.S. flag and foreign flags, and that if exporters demand "Shipping American," the brokers would comply. More work must be done by the salesmen of the U. S. flag lines in selling the brokers; at the same time they must not neglect to contact constantly the producers of export goods. If this is not done, we will lose more merchant ships and will have to rely on foreign flag lines. Mrs. Sullivan said that we cannot allow this to happen and promised to do all she could to promote a faster replacement program of our own fleet. Russia, Mrs. Sullivan warned, expects to double her merchant fleet within the next few years.

Congresswoman Sullivan closed her fine talk by asking for questions from the membership. Among the questions asked was a query about American ships under foreign flags, a question on why we allow foreign ships to carry more than 50 per cent of our Aid Cargo when the law says half is to be shipped by American vessels, and a question about the reason for those collecting Social Security not being allowed to earn more than \$1,200 a year tax free. Mrs. Sullivan's answers to all questions were more than adequate.

We thanked Congresswoman Sullivan for her wonderful talk and felt honored in having such a friend in Congress on our side for a greater United States merchant fleet. We sincerely wish that all Congressmen in Washington felt as our friend Honorable Congresswoman Leonor K. Sullivan with regard to our American Merchant Marine.

LETTERS To The Editor

Disabled Seafarer Praises Pension

To The Editor:
We are indeed very grateful and appreciative of the many courtesies and benefits we have received from our union, the Seafarers. The pension plan has been a real benefit and enables us to live more comfortably, and strengthens our faith.

Both my wife Edith and myself were union members for many years and are very proud of it. We both are now disabled and this pension is surely a great benefit.

I just received notice of our pension raise. Again, many thanks.

Best wishes to all, and a Merry Christmas and a Happy New Year.

Edmund H. Johnston

Seafarer Grateful For SIU Pension

To The Editor:
I would like to thank every official and my Brother members for what they are doing for us pensioners. Who would ever dream of such a thing 60 years ago.

We surely have the best officials and men of any union. It sure comes in handy, since I was recently released from the hospital after an operation. Now however, I have nothing to worry about.

Also, I want to thank you for the prompt delivery of the Log. Believe me, the boys down at the club appreciate it. The boys there are many and they will be sure to every-

Lifeboat Class No. 166 Casts Off



The latest group of Seafarer graduates of the two week course in lifeboatmanship pose for their class picture. They now have their lifeboatmen endorsements, necessary to qualify as an A.B. The course is given at the Harry Lundeberg School of Seamanship, in Brooklyn, N. Y. The graduates include (seated, l-r): James Hurst, Troniso Martinez, Pedro Castro and Jim Aguilar. Standing (l-r) are: John Carr, John Atkinson, Phil Legg, Wayne Kilough and Instructor Arni Bjornsson.

From the Ships at Sea

Meeting Chairman J. Lewis, aboard the **Vantage Progress** (Vantage), explained to the crew recently the importance of ships' meetings, and the responsibility of members to accept officers' jobs at these meetings. He also explained the duties of elected department delegates, writes Meeting

Secretary **W. Todd**, Ship's Delegate **Ben Weinberg** requested that all books be returned to the ship library. During a later portion of the meeting, the question of missing books was discussed by the crew. The crew also discussed how to celebrate the Captain's upcoming birthday. That old bugaboo, the laundry room, also came under discussion. The crew considered the placement of the new washing machine, as well as the removal of sinks because of their obsolete and malfunctioning condition. A vote of thanks went to Brother **Pat Conley** as Deck Department Delegate for a job well done last trip.



Todd

A crew member of the **Del Santos** (Delta) was hospitalized in Rio de Janeiro, reports Meeting Secretary **J. R. Mina**. The crew wishes Brother **John H. Skinner** a speedy recovery. A list of requested repairs was turned in to the ship's master. A vote of thanks was extended to the Steward Department by the rest of the crew for a job well done.



Mina

Meeting Chairman **F. Morris**, aboard the **Jefferson City Victory** (Victory Carriers) reported to the Log that the ship's rudder post suddenly started leaking, with the aft steering taking water. The crew bailed for about seven hours until the drains were cleared. The crew recommended that SIU ships carry de-watering pumps and that all drains be checked before each trip to see if they are clear. **G. Kells** was elected Secretary. He has promised to send the Log pictures and story of the trip. The **Jefferson City Victory** is bound for Saigon, and has called at many Far Eastern ports. The crew requested that an ice machine be acquired for the Viet Nam run.



Kells

The television set on the **Steel Vendor** (Isthmian) is in good shape, Meeting Chairman **Fred Shaia** reports. The TV was checked in Long Beach, Calif., Shaia writes. Meeting Secretary **M. LaBorte** reports everything has been running smoothly. The ship's fund totals \$15.33. LaBorte reports that a discussion was held about the possibility of all future draws being made in "American green" instead of traveler's checks. All Logs and mail is arriving regularly, no beefs or dis-



LaBorte

puted overtime reported, and a smooth payoff is expected in San Francisco. The ship made Yokohama, Nagoya, Kobe and Pusan.

New officers were elected by the crew of the **James Davidson** (Buckeye), reports Meeting Secretary **John MacIver** was elected Deck Delegate. The new Engine Delegate is **Joseph Pierce**, and the Steward Delegate is **Bill Randall**. A beef was brought up about the consideration being extended to Seafarers sleeping in the Deckhands' fo'c'sles, when the deckhands are called out. A motion concerning the same problem was brought up. Sanitary conditions in the Fireman's quarters were also discussed. The Engine Delegate then reported that the Fireman's Rooms have been cleaned up.



Randall

The **John B. Waterman** (Waterman) will set a new ship's record for crossing the Atlantic, "if Old Man Weather stays on our side," reports Meeting Secretary **Dick Birmingham**. They expect to make the trip from Le Havre to New York in eight days. The crew is upset because someone is stealing the soap from the laundry room. In addition, "the usual complaints were heard regarding the laundry room and washing machine," reports Birmingham. The midnight deck watch had a complaint regarding the condition of the crew's pantry when they came on watch.



Birmingham

Sam W. McDonald was elected ship's delegate at a special meeting held aboard the **Enid Victory** (Columbia), writes Meeting Secretary **Louis W. Pepper**. The **Enid Victory's** Captain is very cooperative with the crew in all respects, Brother **Pepper** reported. Some repairs from the last voyage were taken care of, while others are still pending. There has been difficulty in the past of having cold water for the crew while in port due to foreign laborers using the ship's supply. The Engine Department and the Steward Department exchanged quarters as requested by the Master. The laundry room has been cleaned up as agreed, and misuse of the washing machine is being investigated. The crew is placing cups, dishes and other kitchenware in the sink after meals. It was decided that all men standing watch will be served first at meal times. Furthermore, coffee will be made for all watchers. The crew voted to cease slamming



Pepper

doors in passageways and to cut down on unnecessary noises at all times. A vote of thanks went to all department delegates and to the Steward Department "for a job well done."

Meeting Chairman **V. S. Alford, Jr.** reports that the Seafarers on the **Del Mar** voted the Chief Electrician for a job well done during the recent voyage. Department delegates report a few hours disputed overtime, otherwise, a very good trip. Meeting Secretary **J. N. McLaren** reports \$476.51 in the movie fund, which will be raided in Houston to buy new movies.



Alford

Brother **G. C. Hoffman**, ship's delegate aboard the **Del Monte** (Delta) reports that everything is running smoothly, with no beefs reported by department delegates. He proposed a vote of thanks to all the brothers for making it a smooth trip. Brother Hoffman will see the Patrolman about getting extra room for three Oilers in the Engine Department, writes Meeting Secretary **Albert G. Espeneda**. The crew requested a better grade of meat from the ship's food committee. A vote of thanks was extended to the ship's department delegates and to the Steward Department.



Hoffman

Clifton G. McLellen was elected ship's delegate aboard the **Beatrice Victory** (Victory Carriers), writes Meeting Secretary **John Dunne**. He was asked by the crew to check with the Captain about receiving all mail upon arrival in port. The Steward Department reported that there will be more than enough ice for the crew, if they do not give it away to anyone else. The crew voted that all hands will keep the Messroom and the Recreation Room clean.



McLellen

A "round of applause" was extended to the bosun and deck department on the **Vantage Progress** (Pioneer) for the vessel's ship-shape look, Meeting Chairman **J. Lewis** writes. A vote of thanks to the crew messman for an outstanding job preparing and serving meals was also extended, Lewis reports. **B. Weinberg** was elected ship's delegate, meeting secretary **J. Reed** reported.



Delaney

WESTERN CLIPPER (Western Agency), December 11—Chairman, **Fred Gentry**; Secretary, **M. M. Hulsebos**, \$13.00 in ship's fund. Crew would like to thank Brother **Earl Shepard** for his very nice letter in connection with the withholding of crew's pay for transportation. Captain is now putting out draws for the limit.

BEATRICE VICTORY (Victory Carriers), November 26—Chairman, **John S. Hauser**; Secretary, **John Dunne**. No beefs reported by department delegates. Brother **Clifton G. McLellen** was elected to serve as ship's delegate.

STEEL ROVER (States Marine), November 5—Chairman, **Frank Van Dusen**; Secretary, **F. Durham**, \$44.81 in ship's fund. Motion made that 15 years seetime be required for retirement, regardless of age. Brother **D. L. Corvey** was elected to serve as ship's delegate.

STEEL ROVER (States Marine), December 17—Chairman, **Stephen R. Mehlinger**; Secretary, **Frank Van Dusen**, \$44.81 in ship's fund. Some disputed OT in deck department. Motion made that American money be given instead of traveler's checks for draws. Discussion to have patrolman check sign-on articles before sign on.

EAGLE TRAVELER (Sea Transport), December 10—Chairman, **W. A. Esler**; Secretary, **None**. Brother **Lewis Hertzog** was elected to serve as ship's delegate, \$14.00 in ship's fund. No beefs reported by department delegates. Motion made to advise headquarters of the foreign seamen aboard making donations in lieu of dues, to a qualified member. Discussion on this motion, and the water problem.

YAKA (Waterman), December 18—Chairman, **W. Velasquez**; Secretary, **J. Potrusewicz**. No beefs reported by department delegates.

STEEL CHEMIST (Isthmian), December 18—Chairman, **S. Segree**; Secretary, **E. Brinn**, \$1.60 left in ship's fund. No beefs were reported by department delegates. Motion made to have a new ice box and new ice-cube machine installed aboard ship.

DEL MAE (Delta), December 24—Chairman, **Joseph V. Whalen, Jr.**; Secretary, **None**, \$18.00 in ship's fund. No beefs reported by department delegates. Brother **Whalen** was elected to serve as new ship's delegate.

MANKATO VICTORY (Victory Carriers), November 20—Chairman, **William Davey**; Secretary, **Werner M. Pedersen**. Ship's delegate reported that there are no major beefs and ship is running smoothly, \$10.50 in ship's fund. Crew requested to keep all people out of passageways while ship is in port. Vote of thanks to crew for keeping messroom and recreation room clean. Vote of thanks to the steward department for a job well done.

OUR LADY OF PEACE (Liberty Navigation & Trading), November 21—Chairman, **A. E. Moore**; Secretary, **H. Cavanchal**. Few hours disputed OT in deck department to be taken up with boarding patrolman at payoff. Everything seems to be shaping up fine with no beefs.

STEEL ARTISAN (Isthmian), November 27—Chairman, **Robert J. Morgan**; Secretary, **Donald E. Shattuck**, \$3.31 in ship's fund. No beefs reported by department delegates. Vote of thanks extended to the steward department for the good service.

REBECCA (Maritime Overseas), November 15—Chairman, **D. Fitzpatrick**; Secretary, **O. Farara**. Ship's delegate's resignation was refused and he was re-elected. No beefs reported by department delegates. Fine cooperation from Captain **Mendes**, \$35.90 in ship's fund. Present clothes allowance not enough. Motion made to either double or triple amount. Vote of thanks to the 4-8 watch for cleaning messroom in mornings.

SEA SCOPE (Alpine), December 18—Chairman, **George Smith**; Secretary, **Arthur Shorten**. No beefs reported by department delegates.

DEL MONTE (Delta), December 5—Chairman, **Albert G. Espeneda**; Secretary, **Albert G. Espeneda**. Ship's delegate reported that everything is running smoothly, and no beefs were reported by department delegates. Vote of thanks to all brothers for making this a smooth trip. Vote of thanks to the steward department and ship's delegate, \$2.00 in ship's fund. Discussion held about better grade of meats.

PETROCHEM (Valentine Chemical), November 27—Chairman, **Charles Gallagher**; Secretary, **Charles Bedell**. Beef with the Captain regarding coffee break for man on watch. Beef about Captain knocking gangway watches off in deep water. Beef in deck department on room allowance in Beaumont. Payoff will be held up until patrolman comes aboard in Beaumont and settles beefs, discussion about much needed repairs.

STEEL VENDOR (Isthmian), November 27—Chairman, **Fred Shaia**; Secretary, **M. LaBorte**, \$15.33 in ship's fund. Ship's delegate reported that everything is running smoothly with no beefs. Motion made to discontinue the issuance of traveler's checks and make all draws in American money. Vote of thanks to the steward department for a job well done.

ENID VICTORY (Columbia), December 4—Chairman, **W. W. Lawton**; Secretary, **Louis W. Pepper**. Brother **Sam W. McDonald** was elected to serve as ship's delegate. Some repairs from last voyage were taken care of and others are pending. Motion made to have bedside pantryman and galleyman reinstated on all ships as per old messroom scale. Vote of thanks to all delegates and steward department for a job well done.

ROBIN SHERWOOD (Moore-McCormack), December 4—Chairman, **Jack Brook**; Secretary, **W. T. Langford**. Captain informed the ship's delegate that crew was the best he has ever sailed with. Some disputed OT in steward department to be taken up with patrolman. Vote of thanks extended to the steward department for a job well done.

MARYMAR (Calmar), December 9—Chairman, **J. Slaven**; Secretary, **H. K. Berg**. Shipyard lodging allowance beef to be settled when ship is in Baltimore. Few hours disputed OT in deck department. Discussion about better utilization of rooms on C-4s in order to have two men to a fo'c'sle.

CANTIGNY (Cities Service), December 4—Chairman, **J. S. McRae**; Secretary, **J. M. Dalton**, \$10.00 in ship's fund. Disputed OT in engine department. Motion made to buy or rent voting machines for use in all Union elections. Motion made that headquarters notify the membership of the progress made on the retirement plan. Discussed repairs for next voyage.

VANTAGE PROGRESS (Vantage), November 20—Chairman, **J. Lewis**; Secretary, **W. Todd**. No beefs and no disputed OT reported by department delegates. Motion made that A. B. deck maintenance be put on the ships. This motion was discussed and it was agreed that O. S. deck maintenance are unable to carry out the responsibility that the job entails. It was suggested that a voluntary donation be made to the ship's fund to take care of future expenses. Vote of thanks to Brother **Pat Conley**, deck delegate, for a job well done.

ALCOA MARINER (Alcoa), December 11—Chairman, **Walter Wallace**; Secretary, **Bryan Hines**. No beefs reported by department delegates. Each crewmember agreed to donate \$1.00 for repairs to TV. General discussion held about keeping messroom clean, and to have table tops refinished.

BANGOR (Bermuda), December 17—Chairman, **William Robinson**; Secretary, **Ernest Harris**. No beefs and no disputed OT reported by department delegates. New washing machine needed for crew. Need new reefer box in crew mess.

DEL SANTOS (Delta), December 4—Chairman, **W. H. Newsom**; Secretary, **J. R. Mina**. No beefs reported by department delegates. Vote of thanks extended to the steward department for a job well done.

JEFFERSON CITY VICTORY (Victory Carriers), December 12—Chairman, **E. Morris**; Secretary, **G. Kells**, \$7.50 in ship's fund. Motion made that each man donate \$1.00 to ship's fund. No beefs reported by department delegates. Motion made that SIU pension plan be the same as other maritime unions.

DIGEST of SIU SHIP MEETINGS

SIU ARRIVALS

Mary Louise Warhola, born November 29, 1966, to the Paul Warholas, Middle Village, New York.

Rhonda Kay Ezell, born December 5, 1966, to the Aden Ezells, Jr., Mobile, Ala.

Junia Ann Buxton, born November 18, 1966, to the V. W. Buxtons, Orange, Texas.

Tina Vikell, born November 28, 1966, to the Chester Vikells, Baltimore, Maryland.

Danny Stacey, born September 30, 1966, to the Floyd Staceys, Perdido, Ala.

Michelle Boudreaux, born November 11, 1966, to the Lemley Boudreauxs, Texas City, Tex.

Marc & Michael German, born November 28, 1966, to the John E. Germans, Chesapeake, Va.

Peter John Conrad, born December 15, 1966, to the G. H. Conrads, Chicago, Ill.

Kristina Schiller, born November 29, 1966, to the Adolph Schillers, Alpena, Mich.

Stephanie Noble, born November 22, 1966, to the George E. Nobles, Virginia Beach, Va.

Seafarer Beams Radio Broadcast At SIU Men Sailing the Lakes

TOLEDO—Seafarers sailing on Lake Erie or living near Toledo have an opportunity to tune in to radio station WPOS-FM, at 102.3 on the dial, and hear nightly Seafarer Paul Gosda's radio show, "The Mariner."

Brother Gosda's one hour program runs Monday through Friday from 11 p.m. to midnite. "The Mariner" is dedicated to the tastes and interests of Great Lakes sailors. Brother Gosda is right at home with his material, having been an SIU member in the Great Lakes District for the past ten years.

During this last year, Brother Gosda sailed as wheelsman aboard the Alpena. On "The Mariner" he reports on news of interest to seafarers, especially pertaining to the SIU, and plays a variety of music, as well.

WPOS-FM, situated right in the heart of the Toledo area, has many listeners other than seafarers who are interested in Great Lakes ships, Great Lakes ports, life aboard vessels, and maritime

news in general.

WPOS-FM is a member of the Maumee Valley Broadcasting Association of 7112 Angola Rd., Holland, Ohio. Members of the Association agree not to carry advertising for alcoholic beverages, tobacco, and worldly affairs. In addition, they refuse to make spot advertisements during Sunday broadcasts.

WPOS-FM reaches towns in Michigan as well as in Ohio. Mich-

igan can hear WPOS-FM in Temperance, Monroe, Dundee, Blissfield, Morenci, Hudson, Adrian, Tecumseh, and Milan. Ohio can pick up Brother Gosda in Archbold, Stryker, Wauseon, Swanton, Holland, Whitehouse, Liberty Center, Grand Rapids, Waterville, Genoa, Oregon, and Elmore.

Also in Luckey, Bowling Green, Deshler, Helgate, McComb, Fostoria, Fremont, and North Baltimore.

PERSONALS

Pascual E. Sim

Please contact the SUP, in person or by mail, in order to get your income tax refund check. The address is: Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105.

Charles Switzer

Please get your income tax refund check from the SUP in San Francisco. Contact Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105.

Franklin H. McIntosh

Your papers from the Veteran's Administration have been found on the Choctaw Victory. The Ship's Delegate has forwarded them to Route 11, Box 109, Braham, Minn.

Tom Harris

Please contact your former shipmate on the Western Clipper, Ed Niemi, 10554 Fergus Road, St. Charles, Mich., as soon as possible.

Henry Lee Baker

Please contact your mother, Mrs. Mary Baker, at 5327 Mobil-

aire Drive, West Palm Beach, Florida 33-06, at your first opportunity.

Adrian Soto

Please contact your sister-in-law, Carmen Goday, Box 679, Bayamon, Puerto Rico or telephone 785-2260.

Martin M. Sanchez, Jr.

Please contact your father at 1250-34th Ave., Oakland, Calif.

Charles A. Bishop

Please contact your wife, Margaret, at once about a very important matter. Her address is 1125 Marshall, Port Arthur, Texas 77640. The phone number is YU 5-7896.

Thomas G. Lyons

Please write to your sister, Veronica, at 2100 Deer Lake Ave., Ishpeming, Mich. 49849, as soon as possible.

Abraham G. Murillo

Please contact your lawyers, I. Duke Avnet and Lee Vogelstein in Baltimore, immediately. Phone number is SA 7-8454.

Mixing It Up On The Del Norte



The Steward Department of the Del Norte (Delta) received a vote of thanks recently from a crew grateful for the well prepared chow it served up. Shown here are steward dept. members (l-r) Harold Crane, Chief Steward, and Carl C. Jordan, Night Cook/Baker. They are removing a pot of stew from an automatic mixing machine.

FINAL DEPARTURES

Joseph Blank, 48: Brother Blank succumbed to lung disease and acute and chronic bronchitis. Born in Baltimore, he resided in Prichard, Ala., with his wife and six children. An Army veteran, he saw service during World War II.



Blank sailed in the Engine Department, as a Wiper.

Leon D. Carlton, 38: A sudden heart attack claimed the life of Brother Carlton. A tug boat captain, Carlton resided in New Castle, Del., with his wife and three young children. Born in Chesapeake City, Md., he joined the



union in 1960, in the port of Philadelphia.

Carl Biscup, 52: Brother Biscup died suddenly of a heart attack while in port in Ras Tanuara, Saudi Arabia. He sailed in the Engine Department, as a Deck Engineer. A resident of Chester, Pa., he lived there with his mother.



He joined the Union in 1941, in the port of Boston.

Justin J. Bonnie, 61: Brother Bonnie, who had sailed for over 40 years, died of heart disease in a Michigan hospital, after a brief illness. A member of the Engine Department, he sailed as a FWT. Bonnie joined the Union in Detroit.



A widower, he lived in Wayne, Mich., near his brother, Clarence.

Joseph K. Guillory, 53: Seafarer Guillory, a member of the Steward department, died on August 29, in Mamou, La. Death was due to emphysema. Brother Guillory was born in Louisiana and joined the union in the port of



Lake Charles, La. He was a resi-

dent of Mamou and is survived by his wife and two daughters. Seafarer Guillory shipped out of the port of Houston. Burial was in Mamou.

Jerome H. Jaskolski, 62: Brother Jaskolski suffered a sudden fatal heart attack

abroad the tug Manta, which was tied up to the wharf of the Refinery of Arbol Grande, Tampico, Mexico. He sailed as a Steward. He resided with his

wife, Helen, in Galveston, Tex. In addition to his wife, he is survived by a daughter, Mrs. Betty Jean Shields.



Manuel Rodriguez, 73: Brother Rodriguez passed away, in St. Vincent's hospital, New York City, because of complications brought on by heart disease and chronic bronchitis. Born in Coruna, Spain, Brother Rodriguez resided in



New York City. Sailing in the Engine Department before his retirement, Brother Rodriguez's rating was FWT.

William W. Van Dyke, 45: Brother Van Dyke died of a heart attack in a Seattle hospital. Born in Oklahoma, he resided with his family in Salt Lake City, Utah. Brother Van Dyke sailed in the Engine Department, as an FWT and a Deck Engineer. His last ship was the Connecticut (Connecticut Transport, Inc.)



Stanley Buzalewski, 46: Brother Buzalewski succumbed to liver disease. He resided in San Francisco, where he passed away. He is survived by his sister, Mrs. Florence Quinter of Reading, Pa. He sailed in the Engine Department, as a Wiper. An Army veteran, he saw combat service during World War II.



Editor,
SEAFARERS LOG,
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Brooklyn, N. Y. 11232

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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...

- List of companies and products to be boycotted: Sears, Roebuck Company, Stitzel-Weller Distilleries, Kingsport Press, Jamestown Sterling Corp., White Furniture Co., Genesco Shoe Mfg. Co., Di Giorgio Fruit Corp., Baltimore Luggage Co., R. J. Reynolds Tobacco Co., Peavy Paper Mill Products, Comet Rice Mills Co., Antonio Perelli Minetti & Sons.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings: New Orleans Jan. 10-2:30 p.m., Mobile Jan. 11-2:30 p.m., Wilmington Jan. 16-2:00 p.m., San Francisco Jan. 18-2:00 p.m., Seattle Jan. 20-2:00 p.m., New York Feb. 6-2:30 p.m., Philadelphia Feb. 7-2:30 p.m., Baltimore Feb. 8-2:30 p.m., Detroit Jan. 13-2:30 p.m., Houston Feb. 13-2:30 p.m.

- United Industrial Workers: New Orleans Jan. 10-7:00 p.m., Mobile Jan. 11-7:00 p.m., New York Feb. 6-7:00 p.m., Philadelphia Feb. 7-7:00 p.m., Baltimore Feb. 8-7:00 p.m., Houston Feb. 13-7:00 p.m.

DIRECTORY of UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters: Inland Boatmen's Union, United Industrial Workers. Lists presidents, executives, and addresses for various cities like Chicago, Buffalo, Duluth, Cleveland, Toledo, Detroit, Milwaukee, etc.

High School Texts Distort Negro Image

To The Editor: I found your article on how high school textbooks distort the role of the American labor movement very interesting. I wonder how many Log readers realize that the American Negro has received even worse treatment at the hands of the "educators" who write our school history books than has the labor movement.

cussed; in other texts it is not discussed at all. The cause of the American working man and the cause of the American Negro are irrevocably intertwined. All union men should realize this, and act upon it.

LETTERS To The Editor

dependent on his master, care-free and, of course, loyal to the system. The texts ignore the many bloody slave uprisings, the thousands of slaves who fled their "kind" masters and tried to get away through the Underground Railroad and other means, and even suicides.

Anti-Poverty Fight Must Continue

To The Editor: The American Labor Movement had a major part in influencing the 89th Congress to pass the wonderful social legislation that it did. I live in a working class neighborhood, and I know from first hand experience what many of the Great Society programs have done.

The Negro is pictured as standing by passively during the Civil War when in actual fact over 200,000 served in the Union Army. Many of them attained the highest military honors. In fact, Negroes served even in the Confederate Army during the final months of the War.

My wife knows quite a few mothers who have enrolled their tots in Operation Headstart nursery schools. She tells me that the teaching is really great and that the kids, especially the kids from poorer families (the fathers of most of these families, by the way, are working men whose pay scale is very low because they don't belong to unions) really come along great and learn what they never would at home.

After the Civil War, the Negro is ignored in most texts. His fight to take his rightful place as a working man in a free society, a fight that is still going on, is glossed over, if mentioned at all. The contribution of the National Association for the Advancement of Colored People and other civil rights groups in this fight is sometimes mentioned in passing.

In your editorial, you said that "the anti-poverty programs were initiated because of staggering inequities that became increasingly evident within American Society." I agree with you 100 per cent that the Great Society cannot be abandoned. I know from firsthand experience what the reaction of the poor has been. I think that all working men and women must realize that their fellow working men and their families that are not as fortunate as they are are being let down, and that the Great Society anti-poverty programs be continued.

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.

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.

CHRISTMAS with the S.I.U.



Playing Santa Claus to a group of Seafarer children is SIU Representative Phil Reyer, on hand at the Houston hall where Seafarers, their families and guests gathered in the spirit of one united family to celebrate the Yuletide season. Santa Claus Reyer had pleasure of giving gift to each and every child.



Smiling Santa Claus must be having at least as good a time as 15 jovial children caught in a happy moment together at SIU New Orleans hall Christmas celebration which featured an unforgettable banquet for Seafarers, their families, and those guests lucky enough to join the festivities.



Leroy Nicholas and his family enjoyed participating in the party at the New Orleans union hall. Pictured along with Leroy and his wife, Anna, are children: Dora, Roberta, Jackie, Steven and Johnny. Three and two make a full house.



Christmas celebrants at New Orleans union hall also enjoyed the company of Seafarer Marco T. Mora and family, which includes his wife, Alexis, and their children, Rosa, Yalile, Zaida, and Vernor.



Guests at the Norfolk union hall in Virginia also had a wonderful holiday party. Enjoying themselves are Mr. and Mrs. Eddie Riggs with their son, Jessie, along with family friend, Mrs. Singleton.



Two oldtimers and SIU pensioners (left) "Popeye" Cronin and Guy Whitehurst swap stories at Wilmington union hall. Above, in New Orleans, Brother Derak Lamb parties with wife and daughter.



Seafarer Robert Farrugia joined celebrants at New York hall, along with wife, Grace, and their tiny tot daughter sitting pretty, Miss Roberta Farrugia, who enjoyed the Christmas decorations.



Tony Gambino of Sailor's Union of the Pacific entertains a lovely group of children at the New York City hall. The kids include Jim Conlon, Jim Croney, Tony Pelliccio, Barbara Conlon, and Marie Conlon. The spirit of Christmas is shown on the smiles on all their faces. Whether or not these kids look like devils or angels is hard to decide!

A picture of enjoyment at the Norfolk holiday celebrations were Mrs. Ronald Wilkins, her children, and guests of family, all of whom enjoyed the spirit of the occasion. The Norfolk hall was fully decorated for the Christmas season with tinsel, holly wreaths, a Christmas tree, and, of course, lots of good cheer which made the day complete for all.



FOR SEAFARERS IN ENGINE DEPARTMENT

Upgrade to Engineer's License in '67

IN the first year of the jointly-operated SIU-MEBA District 2 engineers training program, a total of 113 Seafarers have obtained their licenses and greatly increased their earning capabilities.

If you are 19 years of age or over and have 18 months of engine department watch standing time as well as six months experience as wiper or equivalent, you qualify to train for an engineer's license, at no cost. You'll be provided with meals, hotel lodging and subsistence payments of \$110 per week and you'll be able to ship as engineer immediately upon obtaining the license.

Period of instruction, ranging from 30 to 90 days, is determined by your own ability and knowledge.

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

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

Training at the School of Marine Engineering operated by MEBA, District 2 and the SIU is for qualified unlicensed personnel as well as for licensed engineers seeking to upgrade.

Get details and applications at any SIU hall or by writing to SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232.

Act now!

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APPLICATION FOR TRAINING FOR ENGINE DEPARTMENT LICENSE

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Date Joined SIU:..... No. Years Seetime:..... Years in Engine Dept.:

Watch Standing Time..... Time as Day Worker, except Wiper.....

Ratings:.....

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Signature



Apply Now!