

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



The SIUNA convention's opening session heard key congressional figures pledge bipartisan support for strengthening U.S. merchant marine. House Minority Leader Gerald R. Ford (R.-Mich.), above, and Senator Daniel Brewster (D.-Md.) were among many of figures who stressed the need for a positive U.S. shipping policy.



SIUNA 13th Biennial Convention Opens in Washington

Story on page three

Build-Abroad Attacked at MTD Meetings

Gov't, Labor Representatives Stress Urgency of Independent MARAD

WASHINGTON—Administrative insistence on inclusion of the Maritime Administration within the Transportation Department and a program of foreign construction of American-flag merchant ships—along with the increasing use of Government pressure on various segments of the maritime industry to accept these proposals—came under severe attack at recent meetings of the AFL-CIO Maritime Trades Department in Washington.

The vital need for an independent Maritime Administration to see to it that American ships are built only in American shipyards was pointed out by Representative Joseph E. Karth (D-Minn.), a member of the House Merchant Marine Committee.

Referring to the Administration proposals, Karth said he thinks the Administration is wrong on both counts, and that the stubborn insistence by the Executive Branch of Government threatens the future of any maritime program and puts the future of our country, both in terms of commerce and defense, in great peril.

The Minnesota Congressman emphasized the need for an Independent MARAD to develop a workable maritime policy and return the United States to the status of a maritime power again.

Before winning his race for Congress, Karth was for 10 years international representative of the AFL-CIO Oil, Chemical and Atomic Workers Union.

At another MTD legislative meeting delegates heard MTD Executive Secretary Peter McGavin read the text of a telegram sent by Marine Engineers Beneficial Association President Raymond T. McKay to National Maritime Union President Joseph Curran protesting alleged misrepresentations of MEBA views on foreign building which appeared in a signed editorial in the NMU publication "Pilot." McKay demanded that Curran print a correction in the next issue.

Three C-4 Troopships Allocated To SIU-Contracted Companies

WASHINGTON—SIU-contracted companies will operate three C-4 troopships recently re-allocated for break-bulk conversion under the Ship Exchange Act.

The companies which will operate the vessels once conversion is complete are Merrimac Transport, Victory Transport and Hudson Waterways, which will get one ship each.

The three vessels had originally been allocated to other companies under stipulation that the applicants make satisfactory arrangements with the Military Sea Transportation Service for charter of the vessels following conversion. The re-allocation was made, according to the Maritime Administration, because MSTTS was not able to reach satisfactory charter arrangements with the originally-named companies.

Allocation of the vessels are made under stipulation that ships not immediately required by MSTTS may be placed in com-

mercial operation subject to military call. In addition they must meet all requirements for the exchange, including approval by MSTTS of the conversion plans and charter arrangements.

The re-allocated ships are the General H. F. Hodges and General M. B. Stewart, presently in the Hudson River, N.Y., reserve fleet and now assigned to Merrimac Transport and Victory Transport. The General J. H. McRae, now in the Suisun Bay, California, reserve fleet, went to Hudson Waterways, Inc.

In addition to the three ships just allocated, the Navy has released 10 more troopships for trade-in and conversion. These are ships which it has been holding in reserve. A former C-4 hospital ship has also been released.

the Administration." The proposal to build 15 new ships a year is nothing more than a "mockery and an insult" to the intelligence of the maritime industry and to the Congress, he declared.

"We need a workable, speedy, efficient maritime program to aid the merchant marine and the fishing fleet. Somehow we must convince the Administration that more emphasis must be placed on the maritime field," he insisted. "I, for one, cannot accept the complacent attitudes of the current Administration in this hour of crisis."

Speakers at an MTD-sponsored seminar dealing with "Crisis on the High Seas" called for vastly increased shipbuilding programs, strict adherence to cargo preference laws and the strictures of the Merchant Marine Act of 1936, and the establishment of an independent maritime agency—in order to halt and reverse the deterioration of the United States maritime capability.

Congressman John H. Dent (D-Penn.) was highly critical of Administration proposals calling for foreign construction of American-flag ships. "Every time we lose a job in our economy we de-

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Attacks Boyd Proposals
Earlier, MTD delegates had heard Representative Howard W. Pollock (R-Alaska) vigorously attack the proposed maritime program of Transportation Secretary Boyd.

"The basic issue," Pollock said, "is being swept under the rug by people like Secretary Boyd and

the Administration." The proposal to build 15 new ships a year is nothing more than a "mockery and an insult" to the intelligence of the maritime industry and to the Congress, he declared.

"We need a workable, speedy, efficient maritime program to aid the merchant marine and the fishing fleet. Somehow we must convince the Administration that more emphasis must be placed on the maritime field," he insisted. "I, for one, cannot accept the complacent attitudes of the current Administration in this hour of crisis."

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(Continued on page 4)

Finland Now Ahead of U.S. In World Shipbuilding Totals

WASHINGTON—The United States has dropped to 16th place among the shipbuilding nations of the world according to the latest study compiled by the Shipbuilding Council of America.

A statistical report shows that in July of last year, Finland surpassed the United States in shipbuilding and took over 15th place, dropping the U.S. down still another notch to 16th.

The Shipbuilders Council study ranked the world shipbuilding nations according to the total gross tonnage of merchant ships under construction—a more accurate evaluation than one which merely deals with the total number of ships involved without regard to size.

According to the recently-released report, the U.S. had 48 ships totaling 596,300 gross tons under construction at the beginning of 1967. This represented a mere 1.5 percent of world shipbuilding activity.

By comparison, Japan, in the lead, accounted for more than 44 percent of new worldwide ship construction with 583 ships of over 18.1 million gross tons under construction in Japanese shipyards at the beginning of the year.

Ships under construction worldwide at the same period totaled 2,289 ships of over 40.9 million gross tons.

For the United States, the drop to 16th place in world shipbuilding is just another downward step in the nation's continuing decline as a maritime power, a decline which has been going on for many years without letup.

The figures on which the report was based does not include naval work underway in any of the world's shipyards, only merchant vessels.

Report of International President



by Paul Hall

The oil-rich Middle East has boiled over once more. As was the case in the last Mideast Crisis in 1956, the Suez Canal is closed. And as was the case in 1956 the United States suddenly finds itself in desperate need of tankers—which it doesn't have.

Actually however, the situation of the United States today is much worse than it was following the 1956 Mideast Crisis, because it is clear that the Government learned absolutely nothing from that unfortunate experience and instead continued dangerous policy of having no maritime policy to protect the nation from the present crisis—which nearly everyone recognized was almost inevitable.

Now, as then, we may have to undertake a massive oil-lift to Europe. Now, as then, the governmental "planners" in Washington are looking toward the reserve fleet for the tankers we need.

But the view across the boneyards grows bleak. Those poor vessels have aged another 10 years, are all obsolete by any standards applied, and have another decade of rust and neglect that must be scraped, steamed and pounded from their hulls and machinery before they will ever put to sea.

In addition we are engaged in Vietnam and must supply our troops there. Pulling in every available tanker for emergency oil service will not really improve the situation much because tankers pulled off the grain runs will have to be replaced by cargo vessels which are also unavailable in our gravely decimated merchant fleet. Foreign-flag tankers may or may not be available for U.S. Government charter. If they are the price will be stiff. If they are not we are in serious trouble. The Military Sea Transport Service has already put out a call for U.S. and foreign-flag tanker charters.

As far as U.S. shipping needs are concerned, the 1967 Mideast Crisis is far from over and is in fact probably just beginning. But it is already time to start looking forward to the next crisis—either in the Mideast or elsewhere—and how we will fulfill our shipping needs then, five, 10, 15 or more years from now.

This looking forward to plan future maritime needs is something our Government has shown a chronic inability to do. Should a similar conflict erupt in 15 years, will the U.S. Government once more turn to its reserve fleet of what will then be 37-year-old World War II ships? The idea sounds ridiculous, but unless the Government finally manages to develop a sound, workable maritime policy that is just what they will have to do—provided that such rustbuckets are still capable of even floating by then, which is doubtful.

The bitter experiences of the past have proved to everyone outside of the U.S. Government that the reserve fleet, foreign-flag charters, and crash building programs only in time of World Wars are not the answer to the nation's maritime needs. Outside the foggy atmosphere of the U.S. Governmental bureaucracy it has become clear that the only way to avoid serious future shipping difficulties is to adopt a maritime policy that will vastly increase the active U.S. fleet with modern tankers, cargo ships and bulk carriers, built in American shipyards, flying the American-flag and manned by American seamen.

The present shipping crisis and the reasons why the United States is again unable to meet its shipping requirements should serve as a warning that this may be our last chance to take decisive action to assure that the nation has the ships it needs in the future. The danger to the national security is clear, as are the potential dangers of future crisis. In the interest of the entire nation, now is the time for the Administration and for Congress to act. Hopefully it is not too late—but it soon may be.

ILA's Gleason Visits SIU Ship



International Longshoremen's Association President Thomas W. Gleason and others attending recent Vietnamese Labor Convention (CVT) in Saigon were welcomed aboard the SIU-manned Kenmar while on a tour of Saigon waterfront. Left to right above are: Cris Arcomona of ILA, presently serving as labor advisor to U.S. Army in Saigon; Gleason; Peter Drewes, SIU representative in Yokohama; Kenmar's Captain West; and Philip Delany, representing the U.S. State Dept.



The SIUNA's 13th Biennial Convention got underway June 21 in Washington with several hundred delegates from the International's district and local unions and guests in attendance. Here is partial view of delegates at opening session. Convention concludes June 27.

SIUNA Convention Opens In Washington

Congress Leaders Pledge Bi-Partisan Support to Strengthen U.S. Shipping

WASHINGTON, June 21—Delegates to the 13th Biennial Convention of the Seafarers International Union of North America here heard key Congressional leaders pledge bi-partisan support to strengthen the American merchant marine.

Addressing the almost 300 delegates and guests at the opening session of the convention, Representative Gerald Ford (R-Mich.) said that in the United States today "we lack both the ships and the manpower to respond adequately to continuing international crisis."

"The condition of the American maritime industry today is a shocking disgrace," the minority leader of the House of Representatives stated. "That this should come to pass in this great nation is incredible, especially in the light of repeated warnings."

Ford recalled a statement made five years ago by Vice-Admiral John Sylvester, then Deputy Chief of Naval Operations, in which he said the slow rate of progress in replacing aging U.S. ships "has left us with a largely obsolescent merchant marine" and that with the global interests of the United States "emergencies may well arise wherein our interests would not be identical with those of our European allies."

"Events in Cuba, Vietnam and only recently in Nigeria and the Middle East testify to the validity" of this five-year-old admonition, the Michigan Representative said.

He pointed out that the demands of the Vietnam war force us to maintain one of the longest supply lines in history—mostly by sea. When Eastern Nigeria recently broke with the rest of the Nigerian Federation, the U.S. embassy found airports temporarily closed and made alternate arrangements to evacuate 700 Americans by sea. Even though airports were soon opened, the incident pointed up the vital need for adequate sealift capability, he said.

"Ships were the principal means used to evacuate American citizens from Arab countries during the recent Middle East crisis," Ford stated. He added that with all of this drain on our inadequate merchant fleet, and with the closing of the Suez Canal threatening to put our vital supply lines at the mercy of unreliable alien crews

which have sometimes in the past refused to carry our military cargoes to Vietnam, the Administration persists in its "head-in-the-sand" attitude toward the fact that America has one of the oldest tanker fleets in the world.

Emphasizes Need

Ford concluded that the mid-east crisis sharply emphasizes the need for a strong, efficient U.S. merchant marine—built in America and manned by Americans—capable of handling our world-wide military logistic need.

"If this need is not recognized by the Administration, we face the distinct possibility of being driven off the seas by the middle 1970's."

Representative Ford has been a vigorous critic of the Administration's failure to develop a maritime policy and is a leading advocate of an independent Federal Maritime Administration as a means of strengthening the American merchant marine and U.S. shipping.

Senator David B. Brewster (D-Md.), a member of the Senate Merchant Marine Subcommittee, told the delegates that "freedom of the seas is a must" and a stronger American-built merchant marine an absolute necessity to the United States' world-wide commitments.

He deplored the relative position of the U.S. in the maritime field, saying: "We have slipped to 16th in shipbuilding—last July Finland replaced us as 15th, measured in gross tonnage. Our flag fleet ranks fifth in gross tonnage—10.3 million—or 6.4% of the world total. Only 7% of our foreign commerce goes in U.S. bottoms, and we have only 48 ships of 596,300 gross tonnage under construction while Japan, the leader, has 583 of 18 million gross tons."

Brewster said that firm legislative proposals must be formulated now and that a coalition of himself and Senators Warren Magnuson (Continued on Page 6)

SIU Crew Aboard Observer Stalled by Suez Canal Blockage

Fifteen ships, including the SIU-contracted Observer, a tanker operated by Marine Carriers, Inc., are still in the Suez Canal where they are being held up by the United Arab Republic. The ships, including U.S.-flags, British, Bulgarian, Czechoslovak, French, German, Polish and Swedish were transiting the 103-mile waterway when the Mid-east conflict broke out.

Reports have been received from the Observer that the crew are being well provided for, are still aboard the vessel which is docked near Ismalia, and are in no danger. The vessel was bound for India with a grain cargo at the time the conflict broke out.

The company has announced that it has received no information about when any of the trapped vessels will be able to resume their voyages.

The canal between the Mediterranean and Red Sea is apparently blocked by at least three vessels and a cement barge, which observers say were sunk in the channel by Egypt as Israeli troops raced across the desert toward the waterway. Reports also say that the Ismalia highway bridge that ran over the canal is also now blocking the channel.

Shipping Complicated

The blockage of the Suez Canal complicates the worldwide shipping picture immensely. For instance, a round trip between New York and Calcutta is lengthened by 20 days because the vessel must round the Cape of Good Hope, and means much higher fuel and operating expenses. The trip between London and Bombay is 7,000 miles by way of Suez. Going around the Cape of Good Hope the voyage is 12,100 miles.

Japan is being faced with a minor crisis because of the latest Mideast conflict and the disruption of Mideast oil deliveries, since 92 percent of her oil, which is Japan's major source of energy, comes from the Mideast.

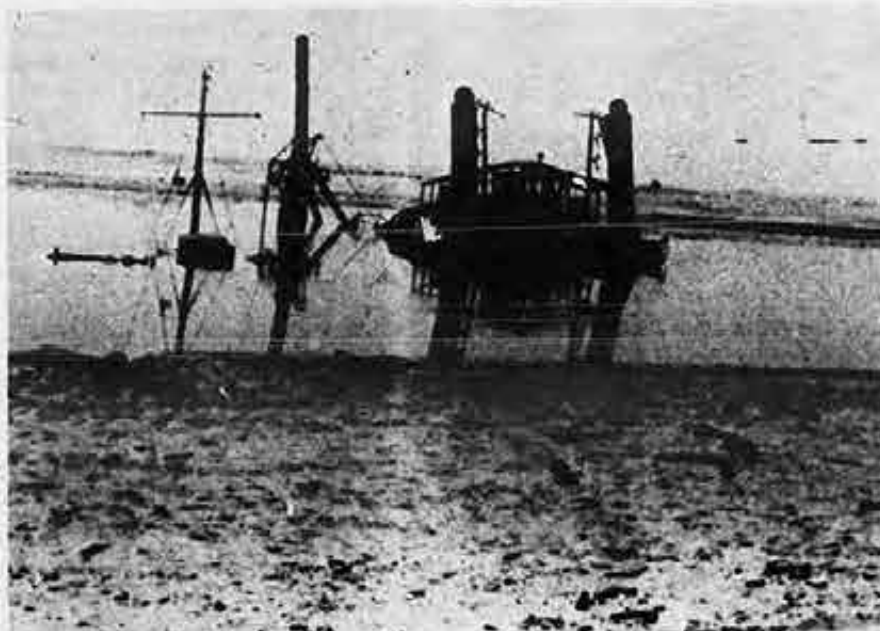
Following the 1956 Mideast crisis, Western Europe began reducing its dependence on Mideast oil until now 45 percent of Western Europe's oil comes from other areas. Japan however actually increased her oil dependence on the Mideast from 75 percent to 92

percent during the same period. The Japanese government has now announced that it will begin to seek other sources and reduce its dependence on the unsettled Mideast.

Role of Supertanker

Another way in which the present Mideast crisis may effect Japan is in an expected rise in demand for supertankers. Although these huge vessels are also affected by the blockage of the Suez Canal and must travel around the Cape, they are less affected economically than smaller ships because they can carry much more cargo per voyage, and the extra expense of the lengthened trip around the Cape is somewhat softened by the fact that they do not have to pay the Suez tolls, which can amount to \$70,000 per voyage for the largest vessels.

Recent events have caused great confusion in shipping circles concerning the future of the supertanker. The loss of the Torrey Canyon pointed up their great vulnerability in one economic sphere—and now the Mideast crisis spotlights their advantages in another.



Superstructure of one of several sunken ships blocking the Suez Canal shows above canal water somewhere between Ismalia and Suez. Egypt has blamed Israel for sinking vessels during recent fighting, but eyewitness reports say Egypt sank ships to block canal.

Engineer Graduates Total 154

Five More Seafarers Licensed After Attending SIU School



Mesaros Maldonado Linch Cook

Five additional Seafarers have passed U.S. Coast Guard examinations qualifying them for an engineer's license after attending the Marine Engineer's School jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. The number of Seafarers who have upgraded themselves to an engineer's rating now totals 154.

Four of the men received a third assistant engineer's license, while one was upgraded to the rank of second assistant.

A newly-licensed third assistant engineer, Joseph Villapol is a native of Manila and resides in Middle Village, N. Y. He joined the Union in the port of New York in 1964. Villapol is 44 years old and previously sailed as a FWT.



Villapol

Eugene Linch received a third assistant's license. He is 42 years old and a 15-year SIU veteran. Linch joined the SIU in the port of Mobile. A native of Alabama, he lives in Mobile. Linch had sailed in several engine department ratings.

Manuel Maldonado is a newly-licensed third assistant engineer. He is 39 years old and a native

of Texas. A resident of Galveston, he joined the union in Houston. An eight-year SIU veteran, he previously sailed as a FOWT.

William Cook, a newly-licensed third assistant engineer, sailed as oiler. He is 23, a native of New York City, and joined the SIU in that port in 1965. Cook lives in New York.

Earl Mesaros sailed as FWT and oiler before earning a second assistant's license. He is 35 years old and joined the SIU in Seattle in 1957. Born in Montana, he makes his home in Tacoma, Wash.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.

Those who qualify and wish to enroll in the school can obtain additional information and apply for the course at any SIU hall or write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York, 11232. The telephone number is HYacinth 9-6600.

U.S. Shipbuilding Program Urged By Speakers at MTD Meetings

(Continued from page 2)

stroy the market for American economy and the American work- er and this destroys the world market," he warned, calling for a program to rehabilitate the nation's shipbuilding and ship repair capability in the interest of U.S. commerce and defense.

Criticizes Build-Abroad

Herbert Hansen, Vice-President of SIU-contracted Waterman Steamship, scored the government's continued failure to implement a workable maritime program, and was highly critical of government proposals to build American merchant ships abroad.

"It will do us no good to have new ships if we do not have the men to repair and operate them or the facilities in which to service them," he emphasized.

The lack of vitality and growth of the American merchant marine stems directly from the failure of our government to implement the Merchant Marine Act of 1936, he said. To help ease the situation he called for an immediate construction program of fifty dry cargo ships and tankers and a study of future industry needs in all areas, including nuclear propulsion.

Noting that "cargo is the life blood of shipping," American

Maritime Association Legislative Director Alfred Maskin called for strict cargo preference measures to assure government-sponsored and commercial cargoes for American bottoms.

"If we are to regain our position as a world maritime power, ships and cargo are essential, with emphasis that we make the matter of cargo our first consideration," he declared, emphasizing that at present there are serious doubts regarding the ability of the U.S. merchant marine to adequately serve the commercial and security needs of the nation.

Noting the decline of the U.S. to 14th place in world shipbuilding and sixth place in commercial shipping and in the number of ships, International Brotherhood of Electrical Workers Secretary Joseph D. Keenan warned that the nation is facing a maritime crisis reflecting the neglect and steady deterioration of our fleet and maritime capabilities.

He noted that the Soviet Union is outbuilding us by more than eight to one and their merchant fleet carries three-fourths of Soviet foreign trade as compared to the eight percent of our exports and imports carried by our merchant fleet.

To attain the sea power necessary for America as a leader of the free world, Keenan called for the immediate establishment of an independent maritime agency.

A construction program of at least 50 ships a year for a ten year period was urged by Pacific Coast Metal Trades District Council Executive-Secretary Thomas A. Rottell, in addition to strengthened cargo preference laws on aid and military cargoes.

The establishment of a program to replace the "old rustbuckets" and keep U.S. commerce moving in American-flag ships rather than foreign vessels was the theme of remarks by Martin J. Ward of the Plumbing and Pipe Fitting Association.

Former ILGWU Pres. Dubinsky Heads Union's Retirees Program



Mrs. Lyndon Johnson, guest speaker at Carnegie Hall concert sponsored by International Ladies Garment Workers Union in honor of Senior Citizens Month, is greeted by ILGWU President Louis Stulberg. Looking on are Honorary ILGWU President David Dubinsky and Leopold Stokowski, who conducted musical program.

NEW YORK—The retired President of the International Ladies Garment Workers Union, David Dubinsky, is today perhaps busier than he ever was in the past, devoting his energies to helping other ILGWU retirees as the active administrator of the ILGWU Retirees Service Department.

The ILGWU department, which Dubinsky now heads, was established to give special assistance and make aid available to those retired union members who need it. In addition, it is charged with the responsibility of spiritually enriching the lives of the retirees through cultural undertakings, social and educational activities, visiting services and participation in neighborhood clubs.

As part of this service to its retired membership, the ILGWU Retirees' Service Department was the sponsor of a Carnegie Hall Concert on May 10, conducted by Leopold Stokowski and dedicated in honor of Senior Citizens Month, which is observed during the month of May.

Honored guest and speaker during the intermission was the First Lady, Mrs. Lyndon B. Johnson, who in addition to her own comments read a message from the President calling for increased attention to the needs of the nation's elderly.

The First Lady was introduced by Honorary ILGWU President Dubinsky, who served as chairman of the event. In his remarks, Dubinsky recounted the history and advances of the union from its earliest days to the present.

In his remarks, ILGWU President Louis Stulberg expressed the union's solid support for Administration proposals for the expansion and improvement of Social Security and other legislation designed to improve the condition of the nation's elderly.

Maestro Leopold Stokowski contributed his services for the occasion, conducting the American Symphony Orchestra in a program including the works of Wagner, Tchaikovsky, Enesco and Dvorak. The entire concert was broadcast over radio station WNYC.

Among other honored guests were U.S. Ambassador to the United Nations Arthur J. Goldberg and his wife.

The Atlantic Coast



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

Many unrated Seafarers are taking advantage of upgrading facilities offered by the SIU's Harry Lundeberg School of Seaman- ship.

Some of those recently upgraded in New York are Stanley Warhula, Charles Thomas, Richard Gibbs, Kevin Cassidy, William Murphy, Don Seider, Andrew Olenic, and Edward Emerson, all newly-rated FOWT's. William McMurry is a new electrician. Edwin Ellison achieved the rating of pumpman.

The SIU encourages all non-rated men to upgrade. Rated men then become eligible to receive Deck and Engineer's licenses through the SIU's license training programs.

Philadelphia

Ed Gallen is eagerly awaiting the first oiler's or FWT job to hit the boards. He last made the *Producer*.

Nils Richardson is looking for an AB's job, preferably on a Holland-bound coal ship.

Charles "Red" Hirschfeld is registered and looking for a European run. Red sails in the deck department.

Henry Karpowicz, a real old-timer, is ready for an engine room slot. Henry last shipped on the *Missouri*.

Boston

William McKeon just got out of drydock and will grab the first job put on the board. Bill's a 25-year SIU veteran.



Gallen

Hirschfeld

Bernie Baa shipped out as chief cook on the *Azalea City*. He was third cook on the *Beaugard* before the ship ran aground. Jose Prats and Juan Rodriguez are on the beach and waiting to ship.

Norfolk

Shipping is good here and the future outlook is just as promising. The *Ocean Ulla* will be laid up until the end of July.

Alvin Olander, a 20-year SIU veteran, is registered and ready to ship out. Alvin has a hunting lodge in the mountains and makes good use of it when he's on the beach.

Another quarter-of-a-century man, Tom Brennan, is going to school for his mate's ticket and all hands wish him luck. "Stretch," as he's known to his many union friends, last sailed on the *R/V Anton Brunn*.

George Swift is glad to be home for the summer with his family. A 20-year man, George last made the *Summit* as oiler.

Puerto Rico

The first aluminum trailership in the world, the SIU-contracted *Sacal Borincano*, arrived in San Juan recently. She will start a weekly run between San Juan and Jacksonville.

Hugh Meacham is FFD now, and looking for a ship. An AB, Hugh last made the *Baltimore*. Earl Willis is registered and hunting up a FWT job.

George Murphy liked the Far East trip on the *Malden Victory* and wants another AB's slot on a similar voyage.

Baltimore

R. Maldonado would like a crack at a bosun's job on his next ship. He last made the *Chilore*, on a trip to India and would like to make a Calmar-intercoastal run.

Walt Stevens just piled off the *Fairlane* in New York. Walt likes the Sea-Land ships and is looking for an electrician's job or a slot as crane maintenance.

H. Lanier, in from the coast, will head for Vietnam next time out. He ships in the steward department.

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SIU Sponsors Chicago Office Skills Class



Chicago SIU representatives observe the opening class in typing and office skills at Englewood Urban Progress Center in Chicago. Office equipment for classes was donated by the SIU and its Local 777 following urgent appeal for assistance by Chicago Committee on Urban Opportunity. Observing first class above are (l-r): L. L. Anderson, Local 777 Steward and Treasurer of Union's Community Services Committee; James Doram Sr., Local 777 Steward and Committee member; Scottie Aubusson, SIUNA Representative; Charles Fisher, Employment Counsellor at the Urban Progress Center; Jesse Escalante, Center Director; Local 777 President Everett Clark, and Business Agent Herbert King, Committee Chrmn.

Kick-Off for Organizing Drive



SIUNA President Paul Hall (second from left) took part in meeting of SIUNA-affiliated International Union of Petroleum Workers at Long Beach, California, to kick off new IUPW West Coast organizing drive. Pictured above are (l-r): IUPW President Jay Winter; Hall; SIU West Coast Representative Frank Drozak; SIUNA International Representative Thomas Meyer, and IUPW Secretary J. W. Delozier, Jr.

Will Not Yield to Pressure

MTD Remains Firm in Opposition To Boyd Build-Abroad Proposals

BALTIMORE—The SIU and the AFL-CIO Maritime Trades Department will never agree to Federal ship policy proposals calling for inclusion of the Maritime Administration within the Department of Transportation or the construction of American-flag vessels in foreign shipyards, SIU President Paul Hall emphasized in a recent speech at the North Atlantic Ports Association annual meeting.

Hall told the more than 100 port officials that neither the Seafarers International Union nor the AFL-CIO Maritime Trades Department had any intention of abandoning the U.S. shipbuilding industry over the question of building American vessels abroad. Hall is also president of the MTD.

Both proposals have been advocated in the federal maritime policy proposed by Department of Transportation Secretary Alan S. Boyd.

'Backroom' Threats Cited

Hall also accused the Administration of subjecting American-flag steamship operators to "backroom" threats and pressures in an attempt to force them to accept the Boyd proposals. The government is actively seeking to shatter the unity of maritime industry insistence on adoption of the maritime policy proposals made by the President's Maritime Advisory Committee more than two years ago, he charged.

The MAC proposals would not allow any foreign building, nor would the maritime program adopted by the AFL-CIO's sixth constitutional convention in late 1965, Hall pointed out. The MAC was originally appointed by the President to draft a new maritime policy, which received general acceptance from American maritime labor. Boyd however, then Undersecretary of Commerce and head of the government's Interagency Maritime Task Force,

came forward with an alternate set of proposals unacceptable to maritime labor—most of which are still a part of Boyd's current maritime policy proposals.

'Shameful Spectacle'

We see in this industry an attempt to divide us, Hall told the NAPA delegates. "We are now witnessing a shameful spectacle." "I regret that some of our subsidy friends and some of our labor friends have seen fit to break and run. We don't intend to," he added.

Hall also attacked the public stance of retired Admiral John M. Will, who is presently board

chairman of American Export Isbrandtsen Lines and who has been publicly urging acceptance of the Boyd proposals, including inclusion of MARAD within the Department of Transportation and the build-abroad proposals. Hall charged that Admiral Will is typical of those American merchant marine industry leaders who "had no full comprehension of the whole picture" and represents "what is wrong with the industry."

Hall declared that it was stupid to advocate a revived merchant marine without at the same time providing for a strong American shipbuilding industry.

The Pacific Coast



by Frank Drozak, West Coast Representative

The AFL-CIO Los Angeles-Orange Counties Organizing Committee has passed the 100,000 mark in its four-year membership drive.

Committee Director William Gilbert praised the "unity among our affiliated unions for the purpose of organizing the unorganized." Gilbert cited the steady efforts to channel increasingly restless public employees "into bona fide unions."

A major breakthrough was reported in the largely unorganized electronics industry. The report revealed victories in areas long regarded as notorious anti-union strongholds. Among the reasons for the union gains are the influx of young people into the local labor market, the climb of the cost of living index, dissatisfaction of workers on public payrolls with the lag in earnings behind earnings in private industry and a new militancy among white collar, technical and professional employees.

New members represent those who voted for union representation in NLRB representation elections, gains made by public employee's unions and union recognition based on card checks.

San Francisco

The SIUNA-affiliated Sugar Workers Local One are on strike against the California and Hawaiian Sugar Company. The plant was struck by the 1170-man membership after contract talks broke off.

Shipping has been excellent here. We can use some AB's, oilers and FWT's. In transit are the **Columbia** and **Portmar**. During the period we signed-on the **Hastings**, **Seatrains Carolina**, **Lucile Bloomfield** and the **Rachel V**.

We paid-off the **Sagamore Hill**, **Lucile Bloomfield**, **Rachel V**, **Seatrains Carolina** and five Victory ships, the **Baylor**, **American**, **Merridian**, **Joplin** and **Beaver**.

Wilmington

Shipping is active here, but the outlook for the next period is slow. We have four ships in transit and paid-off the **Seatrains Florida**.

Jim Froft is searching the boards for a bosun's job. **Pat Fox** is back on the beach after a trip on the **Rachel V**. This is the cleanest ship afloat, Pat reports.

Seattle

Shipping is on the fast bell here with the outlook for the next period just as good. We have the **Sagamore Hills**, **Anchorage**, **Elizabethport**, **Hastings**, and **Inger** in transit. Paid-off were the **Wayne Victory**, **Cosmos Mariner** and the **Seattle**.

F. R. Napoli, chief steward on the **Sagamore Hills**, is looking for a ship going to Vietnam. Frank went East recently to visit with his folks.

Jack Ryan, an SIU old-timer, is looking for a bosun's job after shipping on the **Norberto Capay**.

Ackert Calls for U.S. Action

Atlantic Fishermen's Catch Depleted by Russian Poaching

BOSTON—If the Russians continue to raid traditional American fishing grounds, depriving American fishermen of millions of pounds of fish per year, the American fishing industry will ask the State Department to declare all waters over the Continental Shelf an exclusive American fishing zone. Captain James Ackert, president of the SIUNA affiliated Atlantic Fishermen's Union, said at a meeting of fisheries scientists from 14 nations recently held here.

Ackert said American fishermen on the East and West coasts and in Alaska are incensed at the methods of fishing being employed by the Russians off our coasts. He singled out the use of small mesh fishing nets, extensively used by the Russians, as a method of fishing which threatens some fish species with extinction.

"If the Russians don't stop clobbering us with their small mesh nets and start on conservation programs," said Ackert. "we're going to demand that the State Department and Congress take steps to protect the American fisherman."

Ackert added that the American fishing industry is also disturbed by the huge amounts of fish being taken from traditional American fishing grounds by the Russians. During 1966, he said, Russian boats took 180 million pounds of haddock from American waters.

"They've also cleaned out the red hake and whiting to the point where our own boats can hardly find them anymore," said Ackert.

Representatives of the American fishing industry are also going to request of the State Department and the Bureau of Commercial Fisheries that a new fishing treaty with the Russians be negotiated.

American fishermen hope that the new treaty will set proper guidelines for the conservation of certain species of catch and also see to it that traditional American fishing rights are protected.

The Gulf Coast



by Lindsey Williams, Vice-President, Gulf Area

With the addition of three new unions the Maritime Labor Council of Greater New Orleans and Vicinity, Maritime Trades Department, AFL-CIO has become the largest port council in the United States with forty active members. The additional member unions are the Glass Bottle Blowers Association Union, Local #167 and the American Federation of State, County and Municipal Employees, Locals #872 and #1712. The new members were welcomed to the Council at the May meeting.

On June 5, 1967 Local 1497 of the International Longshoremen's Association elected officers. Elected as president and vice-president respectively were Frank Zeller and Jim McClelland.

New Orleans

Just off the **Bangor**, **Alvin Selico** is now around the hall looking for another messman's job. Al thinks anything will suit his requirements but is especially hopeful of a Vietnam run. Another

Houston

Bosun P. G. King stopped by the hall to bid hello to some old shipmates. King is on the **Henry** and has nothing but praise for ship and crew. He likes it enough to make another trip on her and feels it will be as good as the last. Seafarer **W. Geis** is scanning the shipping board waiting for a long run to the Far East. His last ship was the **Tamara Guilden**.

All seafarers are reminded that the taxi drivers are striking the Bell Cab Company in Houston. They have asked all union brothers to avoid riding these cabs as long as the strike continues.

Mobile

Texan Harold (Mike) Townsend recently finished an eleven month cruise. He was bosun on the **Seatrains Connecticut**. Mike has a Texas vacation planned before shipping out again. Oiler **Donald J. Hewson** completed a fast run to India. He was on the grain-carrying **Penn Exporter**. Hewson makes his home in Pensacola, Florida. **Henry L. Laired** has tried his hand at working on the beach as a welder for the past year and-a-half. Having tired of shore life he is now registered in group two, steward's department and is ready and willing to ship.

AB Charles Fox piled off the **Bradford Island** after spending six months on the coastwise tanker. Fox makes his home in Birmingham, Ala. The **Penn Exporter** was **Alphonse J. Tremmer's** last ship. Currently, Alphonse is registered in group two, engine department, eyeing the big board for the right ship to show. Steward department Seafarer **George R. Burns** last shipped on the **Margaret Brown**. Burns makes his home in Tampa, Fla., and has shipped from the Gulf ports of Mobile and New Orleans for the past twenty years.



Fox



Edwards

messman, **Paul Hebert** piled off the **Fenn Victory** after a pleasant trip. Paul, a native Cajun, is presently enjoying the Louisiana summer, but hopes to get away before the real heat comes in.

Messman **Fred Edwards** recently completed a couple of trips on the **Steel Voyager** and plans to keep some of the chairs at the hall warm for awhile until he feels it's time to get off the lounge chair and get to sea again. Old-timer **Vincent J. Fitzgerald** is back with us in New Orleans. He recently shipped on the **Alcoa Master** as crew pantryman. Vince had an ice cold trip to Europe and is anxious to catch a run South to thaw out.

Congressional Leaders Pledge Fight for Upgraded U.S. Fleet

(Continued from Page 3)

son, (D-Wash) and E. L. (Bob) Bartlett, (D-Alaska) and Representative Edward A. Garmatz, (D-Md.) Chairman of The House Merchant Marine and Fisheries Committee, guarantees that it can be done. Among the proposals in their legislative package, he said, will be an independent Maritime Administration, a stepped-up vessel replacement program, maintenance of the Cargo Preference Act under which 50% of government cargo must travel in U.S. bottoms and expansion of liner services under federal assistance in keeping with our foreign trade obligations.

Representative Garmatz told the delegates that he had been "officially informed" at the beginning of this year "that the Administration was most anxious to develop a program to rebuild the merchant marine, with emphasis upon fleet renewal and expansion," and had been heartened by the Administration's approach at the time.

"However," Chairman Garmatz stated, "since Congress has still not heard from the Administration, the wheel of progress has

apparently stopped turning, and it looks as though Congress will be forced to take the initiative. The time has come for a concerted effort by both Houses."

Representative Thomas Pelly (R-Wash.), a member of the House Merchant Marine and Fisheries Committee, told the meeting that the House will "vote tomorrow on a space bill in which we will spend \$5 million on space projects," and said the amount was shocking when compared with the amount we spend on our merchant marine.

Pelly called for the annual building in the United States of 50 ships by American shipyards, citing the "Congressional responsibility not only to raise arms but to build ships."

Ford, Brewster, Garmatz and Pelly were joined by some 20 other legislators who greeted the first-day session and vowed their support of maritime needs.

Speakers scheduled for sessions of the week-long convention after the LOG went to press were AFL-CIO President George Meany, Transportation Secretary Alan S. Boyd, Labor Secretary Willard Wirtz and other top-ranking Union and government officials.

THE INQUIRING SEAFARER

QUESTION: What is the most common shipboard beef?

Matt Carroll: Fellows who make too much noise, slamming doors or talking loudly and disturbing a Brother who's trying to sleep after standing his watch. I'd say that's the most common beef on ship. Also, a lot of guys complain about leaving coffee cups scattered about and expect other crewmembers to clean up after them.



Jose Ruiz: Probably overtime. Sometimes it is hard to figure out the exact number of hours of overtime a man puts in. I've been a delegate on some ships and there are always some complaints on this. Also food. Whenever you have a lot of guys, somebody will complain about the food.



Danny Conte: I was engine delegate on my last ship and there were no beefs. Usually, it's little things that get on one guy's nerves. Believe it or not, I was on a ship where the fellows complained that the clocks were all wrong and nobody knew what time it was. Most fellows think the ships are pretty well run.



Bill Fischer: There is always a complaint about the steward department because no cook can please everyone's taste. Also, a guy takes it out on the messman when he's mad. With so many individual preferences on board, someone will always get a dish he doesn't like. A cook can be the best, but someone will complain.



Mel Swoboda: I would say that the most common beef I've heard is about the mail service, at least on the Viet Nam run. They have union representatives working hard to keep the mail coming, but it's hard with so many ships going to the war zone along with the other ports they stop at.



Louis Eggleston: You'll always find a guy who just likes to beef, no matter how well things go. Some fellows don't like particular responsibilities involved in a job, like cleaning the laundry or recreation rooms. There are also some guys who complain when they have to get up early in the morning.



DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

June 2 to June 15, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	1	1	1	19	1
New York	80	37	41	13	25	243	93
Philadelphia	8	13	8	3	17	17	9
Baltimore	22	10	22	4	8	109	55
Norfolk	13	8	9	7	6	35	20
Jacksonville	4	15	3	4	1	18	17
Tampa	2	2	1	4	0	13	1
Mobile	14	4	21	10	2	72	9
New Orleans	45	18	28	26	11	144	70
Houston	34	32	26	3	5	154	99
Wilmington	2	2	7	4	11	25	0
San Francisco	45	36	30	20	18	77	19
Seattle	19	16	13	11	22	42	7
Totals	290	195	210	110	127	968	400

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	1	0	2	4	5	8
New York	50	36	35	25	30	134	81
Philadelphia	12	3	10	4	4	20	11
Baltimore	28	14	11	8	8	68	36
Norfolk	4	9	5	6	9	16	13
Jacksonville	3	4	3	3	4	7	4
Tampa	4	3	2	4	1	9	4
Mobile	16	17	11	17	9	34	7
New Orleans	21	24	19	22	11	84	81
Houston	24	13	12	11	11	107	93
Wilmington	7	9	5	6	11	23	1
San Francisco	48	33	30	14	28	53	8
Seattle	17	12	14	11	17	17	24
Totals	236	178	157	133	153	577	371

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	1	1	0	1
New York	48	23	23	13	29	166	55
Philadelphia	4	7	5	2	11	19	12
Baltimore	22	21	6	12	14	83	45
Norfolk	6	2	3	6	12	17	23
Jacksonville	7	6	1	1	3	13	9
Tampa	2	0	0	1	1	16	2
Mobile	8	7	12	7	13	53	7
New Orleans	40	24	27	23	10	108	67
Houston	26	17	10	4	3	64	66
Wilmington	12	2	10	4	9	16	0
San Francisco	29	19	26	15	37	36	18
Seattle	16	8	12	6	9	7	6
Totals	221	137	136	95	152	598	311

No Injuries in Mishap With SIU of Canada Ship

SIU-Manned Ship Sylvania Sinks After Collision in St. Clair River

PORT HURON, Mich.—The SIU Gt. Lakes District-Contracted Sylvania (Tomlinson) was sunk in the St. Clair River June 1 after the SIU of Canada manned-freighter Renvoyle (Canada Steamship) rammed her stern while she was docked at the wharf of the Peerless Cement Company. There were no injuries.

Some 60 to 80 ships in the lower St. Clair and Lake Huron were held up for more than 16 hours when the Coast Guard halted all traffic pending determination by its own men and the Corps of Engineers as to whether the 552-vessel would slip off the ledge on which she had settled following the sinking. When it was decided that the Sylvania would not go off into the deeper water of the shipping channel, both upbound and downbound ships were only permitted to pass the wreck one at a time—at a speed limit of nine knots—lest the strong current of the river combined with the wakes of passing ships cause it to slip into deep water.

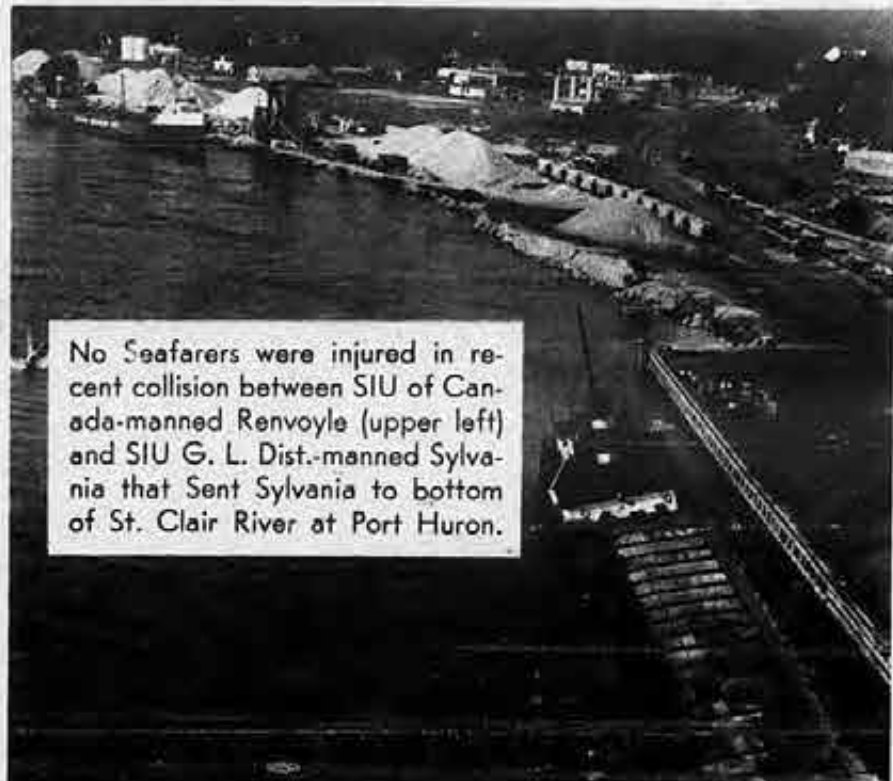
SIU Gt. Lakes District member Richard C. Duncan and his father, John, were visiting some of Dick's former shipmates aboard the self-unloading steamer when the Renvoyle rammed her after leaving the terminal of the Canada Steamship Lines in Point Edward, Ont.

"I feel pretty bad about it," the younger Duncan said after the sinking. "After all, it was my home for many years." Dick was

a watchman on the Sylvania, his first ship, in 1955 and again in 1957-1958. He is presently on leave of absence from the Tomlinson Fleet Corporation.

The two Duncans were on the fantail of the steamer looking over some changes that had been made when they felt the jolt.

"Dad, let's take a look," he said, and the words were no sooner out of his mouth than he heard the first assistant engineer blurt "we've been hit" over the intercom. The fire drill alarm was the next sound he heard, followed by Captain Burris Wolters' shout to "abandon ship."



No Seafarers were injured in recent collision between SIU of Canada-manned Renvoyle (upper left) and SIU G. L. Dist.-manned Sylvania that sent Sylvania to bottom of St. Clair River at Port Huron.

AFL-CIO Challenges Proposed Changes in Bankruptcy Law

WASHINGTON—Wage-earners who get over their heads in debt should continue to have the same legal rights as corporations which find themselves in a financial bind, the AFL-CIO maintained recently at a congressional hearing.

Legislative Director Andrew J. Biemiller testified in opposition to a bill which would prevent an individual from going into bankruptcy unless he can prove that he had no possibility of ever paying his debts out of future earnings.

At present both individuals and businesses have the same legal rights. They can go into bankruptcy, turning over virtually all their assets to creditors to wipe the slate clean, or they can enter into a voluntary procedure with the courts for consolidation and future payment of the debts.

Biemiller told a House Judiciary subcommittee that labor's objection to the legislation is threefold:

- "The bill, contrary to the principles of our bankruptcy laws, precludes an honest debtor from a discharge of the burdens of his debt.

- "The bill discriminates against a wage earner, denying him privileges which are left available to all other debtors, including corporations.

- "The bill does not cure the economic evil of supereasy credit, the dominant cause of wage earner bankruptcy, but encourages easier credit still by placing another collection weapon in the hands of the already too heavily armed creditor."

Biemiller said the "gross discrimination" in the bill is evidenced by the more generous treatment given "to the fictitious corporation, the proprietor, the partner, the farmer, the professional man." It would be a step back to the era of the debtors prison, he warned.

The procedure for court consolidation and financial supervision of debts to avoid bankruptcy should be kept voluntary, the AFL-CIO urged.

What Congress should do to cut down on bankruptcy, the federation statement said, is to enact a truth-in-lending law and limit garnishments of wages so that merchants would think twice before luring low-income families into expensive purchases carrying high credit charges.

Biemiller noted that a 1963 survey found that the typical bankrupt was a person earning between \$4,000 and \$6,000 a year. Such a person, he declared, should have the same opportunity as other groups in society for "a fresh start in life."

He said the bill, "far from ameliorating the problem of over-extension of credit, will contribute to further abuses."

LABOR ROUND-UP

Pulp, Sulphite and Paper Mill Workers Local 247 has settled an eight-week strike against Westab, Inc., in Salem, Oregon, with a new three-year contract providing 40-cents an hour in wage increases. During the strike local police, wielding night sticks, broke through picket lines to escort imported strikebreakers. Several unionists were injured.

A reporter for the Boston Globe, Richard Connolly, has received the 1966 Thomas L. Stokes Award for his article on the high cost of electricity in New England. The award honors outstanding journalistic achievements written in the spirit of the late national columnist Tom Stokes. Judges included Ellis T. Baker, director of information and research of the American Newspaper Guild.

Members of the American Federation of Teachers have voted to move the union's headquarters to Washington, D.C. The vote was conducted by referendum. The AFT had previously been headquartered in Chicago.

Ben F. McLaurin, Eastern Zone Supervisor for the Brotherhood of Sleeping Car Porters, has been awarded an honorary Doctor of Law degree from Edward Waters

College in Jacksonville, Fla. McLaurin, a 1921 graduate of the college, was cited for his work as a member of the N.Y. Board of Higher Education and for his efforts in the labor movement and civil rights movement to help minority youth win an education.

Four locals of the American Federation of State, County and Municipal Employees have signed their first one-year contract with the Delaware Highway Department covering more than 700 employees and providing for a 13 percent wage increase and other improvements.

The Seventeenth Annual Communion Mass and Breakfast of the Longshoremen, Checkers and Affiliated Crafts for the port of New York and vicinity was held on June 1. The ILA paraded from the Shrine Church of the Sea to the 9 A.M. mass at St. Patrick's Cathedral. The breakfast was held at the Waldorf Astoria Hotel at 10 A.M. The featured speakers included the President of the International Longshoremen's Association, Thomas W. Gleason, the former Light-Heavyweight Champion, Tommy Loughran and the Reverend Harry Brown, Professor at Cathedral College and St. Joseph's Seminary.

"Up Front!"



Although the latest Mideast crisis has temporarily dimmed the news spotlight focused on events in Vietnam, we must not forget that the fighting there is continuing at an undiminished pace.

Aside from U. S. Government personnel and journalists, few American civilians travel to war-torn Vietnam today, with one big exception—American merchant seamen, who are traveling to Vietnam in greater and greater numbers carrying vital supplies.

For most American civilians traveling to Vietnam is just too dangerous. For American seamen however, the danger is just part of their job. But then, many Americans tend to forget that the men who man America's merchant ships are civilians. American seamen have always considered themselves as the nation's vital fourth arm of defense and they do their duty despite any danger involved. Wherever they are needed, they go, without regard to personal danger.

The real danger for American seamen does not lie in Vietnam, but in the bureaucratic maze of Washington, D.C. It is there

where the policies that will sink the American merchant fleet are being hatched.

The maritime policies being expounded by Transportation Secretary Boyd and Defense Secretary McNamara will, if they are ever placed in operation, achieve the destruction of the American merchant fleet. These men, who are sworn to defend the security of the United States, are advocating policies with regard to maritime that will put the nation in the gravest imaginable danger.

If the greatest peril to the U.S. merchant fleet today lies in Washington however, so does the greatest hope for the future of the fleet.

The hope for the future of the fleet lies with Congress, which has recognized the danger in which the nation is being placed today and must now take direct action to assure that the nation's maritime capability—both in terms of active vessels and ship-building potential—is not only preserved but vastly expanded to the point where it can again support our worldwide commitments in the economic and military spheres.

A Full Agenda

The Thirteenth Biennial Convention of the Seafarers International Union of North America is presently under way in Washington, D.C. The delegates, representing the more than 85,000 members of the SIUNA and its affiliated unions, are considering matters of importance to the International, the U.S. labor movement and the maritime industry.

The chief issue being considered is, of course, the continuing crisis faced by the American merchant marine. That problem has been made even more acute by the continuing Vietnam situation and the present situation in the Middle East.

The issue of the threatened invocation of compulsory arbitration in the railroad dispute and the threat of other anti-labor legislation, both on a state and national level are matters of great concern to those assembled at the SIUNA convention.

As they hear reports on the progress of the affiliate unions and are addressed by representatives of various government agencies and prominent leaders in the labor movement, the SIUNA delegates are mapping the future policies and programs of the International, so that the interests of its members and the labor movement in general may be better served.



The Scuttlebutt about Blue Monday



THIS is the third part of a SEAFARERS LOG feature series dealing with the many expressions used in everyday American speech that had their origins in seafaring jargon. They are words and phrases we all use but whose origin would surprise most of us simply because we have always taken them for granted and never wondered where they came from. This series will be continued in future issues of the LOG.

To this very day a genteel lady might warn her children, before going visiting or when expecting the arrival of guests, to "MIND YOUR P's AND Q's." What she means of course, is that they should mind their manners and display their best behavior. That same gentle lady might be shocked however, and possibly never use the phrase again, if she had any idea of its origins.

There used to be certain saloons along the waterfront in which a sailor who found himself broke following a stay on the beach could buy a bottle or two on credit and sign for it. The usual practice was for the barkeep to write on a sheet of paper "1 P. rum," for example, meaning one pint of rum, to which the seaman affixed his signature and the name of his ship as assurance that he would pay following his next voyage.

During the same period, there were some ships' mates of an enterprising turn of mind, who would tour the waterfront bars before beginning a voyage, to find out if any crewmen from their ships had bought anything on credit. The mate and barkeep then sometimes got together in the back room with a sharp pencil or two and began "correcting papers" so that a "1 P. rum" note, for example, often wound up reading "4 Q. rum." The mate then paid the bill, splitting the added amount down the middle with the barkeep.

Back aboard the ship, far out at sea, the mate would present the seaman with the altered bill and tell him he was taking the amount out of his wages. The seaman was, of course, in a poor position to argue, and if he did was told "You were probably too drunk to know what you



bought, but it's coming out of your wages nevertheless." And it did! It was therefore very important for a seaman to MIND HIS P's AND Q's, and make sure the barkeep was not writing a P that could easily be changed into a Q.

Altering bills in this manner was indeed A SCURVY TRICK, but the original SCURVY TRICK, and the most serious, was played on British seamen in 1740.

Scurvy, a deficiency disease caused by a lack of vitamin C in the diet, was rampant among seamen for a long time, until a British Admiralty surgeon, probably by accident, discovered that lime juice, taken regularly, would prevent this disabling disease. The trouble was that lacking refrigeration, lime juice would quickly spoil unless it was mixed with alcohol. For this purpose a cheap grade of rum was used, and the mixture became regulation aboard Admiralty ships, each man receiving a daily ration.

Then came the fateful year 1740, when Admiral Edward Vernon issued an order that henceforth, British sailors' rum should be diluted with water. Orders were orders, but some ship masters became



overzealous and the rum got thinner and thinner until it contained so little alcohol it would no longer keep the lime juice from spoiling. Scurvy returned to plague British seamen until matters were again put right. This was the original SCURVY TRICK.

Admiral Vernon's manipulation of the strength of rum aboard ship was responsible for the entrance of another word or two into common speech. He always wore a program cloak in rough weather, and the seamen, with whom he was not very popular after his SCURVY TRICK, began referring to him privately as "Old Grog." Finally, the name GROG was also given to the now practically unpalatable water-rum-lime juice mixture he had brought into being.

Provided you could get your hands on enough of the weak mixture, and you began to get dizzy and unsteady on your feet, you were GROGGY from drinking too much GROG, and thus another word entered the language.

Most people know the derivation of the slang term LIMEY, used first to refer to British seamen because of their intake of limes and lime juice. The term later became a reference to any Englishman—seaman or landsman. Few however, are familiar with the background of the term YANKEE—used first to refer to the Limey's sea-going, english-speaking kinsmen from this side of the Atlantic, especially from the New England states, and later applied to all North Americans living between the Canadian and Mexican borders.

The name YANKEE was first applied to the New England sea captains by Dutch merchants. Although the Dutch merchants were famous for shrewdness the world over, they were not the type to bargain. Once they decided on a price



for which to either sell or buy merchandise, a charge of gunpowder would not budge them an inch up or down.

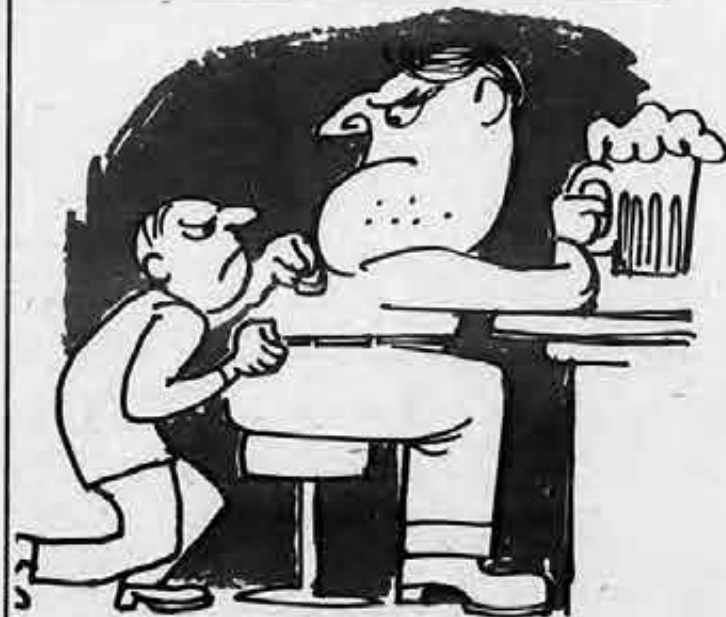
The American sea captains were just the opposite however, and might have done very well in a Persian rug market, for they could not resist bargaining and wrangling and trying every trick in the book to chop down the price of goods they were buying and boost the price of goods they had for sale. The Dutch merchants began to call the American captains Jankers, Dutch for wranglers, pronounced Yankers in English. One Yanker was a YANKEE. The name stuck, and all over the world today Americans are called YANKEES.

So, as the Dutch were directly responsible for the naming of the New York YANKEES, they were also responsible for the coining of the phrase "Dutch Courage."

An example of present day usage of the term would involve a pugnacious drunk in a bar—all of five feet tall and tipping the scale at a mean 112 pounds—who picks a fight with the biggest guy in the place. "He's full of DUTCH COURAGE," a spectator might comment mournfully, as the little fellow offered to take on the whole place.

The term was coined by the British at a time when the Netherlands Navy was a formidable force and Dutch and British ships sometimes came into conflict. It was the practice at that time aboard Netherlands naval ships to give the gunners and gunner's mates a good stiff shot of schnapps (Dutch gin) before going into action. There is little evidence that the Dutch were ever really in need of any artificial courage before going into battle, but the term DUTCH COURAGE entered the language, apparently for good.

This feature to be continued in a future issue of the SEAFARERS LOG.



The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Two of our steamers, the Sylvania and the Alpena are out of operation due to recent accidents. The crewmen are on the beach waiting for re-call.

The Sylvania, a self unloader, sank at the Peerless Cement dock at Port Huron. Divers are applying a wooden patch to the three by fourteen gash in her side. The Alpena ran aground off Kelly Island and is in Lorain shipyard. She should be ready to sail by the end of the month.

We feel we have a good chance to unionize one of the last non-union outfits on the Great Lakes. Interlake Steamship Company crewmen have given tremendous response to union representation and we have filed for an NLRB election, in Cleveland. The union has far more than the required 30 per cent pledge cards. A hearing was set to schedule an election date. Interlake operates 15 vessels. The union is optimistic about organizing this company.

Duluth

It looks like a good season here. The new vacation plan has met with great approval.

Kent Dahlquist, who was teaching school in Iowa, is again on the Lakes. We shipped him as watchman on the Joe Morrow.

Cleveland

Shipping is up after a slow spell. The Alpena was in dry dock in Lorain, so crewmembers had a ten-day vacation. A formal christening will be held shortly for the Medusa Challenger. We wish her smooth sailing.

Some repair work on the Sylvania gave Joe Volko and some of the boys a brief holiday. George Mitchell is in town on his vacation.

Chicago

Shipping has maintained a steady pace and calls are starting to come in for unrated men. Unrated men are urged to upgrade themselves as there are plenty of high paying jobs waiting for them.



West

Grivas

Carl (Smokey) West is registered and would like a Gartland straight decker, but will take any fireman's job. "Pots and Pans" Veno is on the beach looking for a good ship.

Bernie Grivas is waiting for a good fireman's job. Bernie is looking for a "quiet engine room."

Construction of the new SIU headquarters here has been delayed due to the plasterer's strike.

Frankfort

Ann Arbor railroad carferries are back on three-boat operation. We met with company officials to discuss proposals previously submitted. Word was received that management would like a new meeting and the membership will be advised as to a definite date.

The company has petitioned the ICC to abandon operations in Manistique, Mich. If the Ann Arbor Railroad is successful in an attempt to abandon service there,

they will attempt to drop the Menominee, Mich., service. We think they want to get down to a two-boat operation in Frankfort.

The clinic is open here and appointments can be arranged for Seafarers and their dependents by applying at the SIU hall, 417 Main St., Frankfort, Mich.

Alpena

Office workers of the Besser Manufacturing Company are on strike here. The company has been the only union for 20 years and they are resisting employee efforts to join a real union. A long strike looms ahead.

Cargo was removed from the West German ship, Nordmeer. She hit a Thunder Bay Shoal and it looks like a lot of work is needed to move her from there. The ship was drawing 26.5 feet of water with only 22 feet of water at the shoal. The vessel came to a complete stop in 13 seconds.

Air escaping around the hatches from water rushing into the holds and displacing air sounded like the shrill of giant whistles.

SIU Asks Vote In P-M Fleet

The SIU's Great Lakes District has filed a petition with the regional office of the National Labor Relations Board in Cleveland, Ohio, for a representation election among the unlicensed seamen of the Interlake-Pickands Mather and Company steamship fleet on the Great Lakes.

A hearing on the union petition will be held on June 20 in Cleveland.

The company is the only completely non-union American steamship operation on the Great Lakes. It employs approximately 350 seamen on its fleet of 15 American vessels, which includes 14 bulk freighters and one self-unloader.

Four additional vessels are operated through a Canadian subsidiary, the Labrador Steamship Company, Ltd., which is under contract to the Seafarers International Union of Canada.

"Like all Lakes seamen, they now realize that improved working conditions, vacations, pensions, welfare benefits and job security protection can only be achieved through membership in a real AFL-CIO seamen's union," he declared.

The union's petition covers all unlicensed personnel employed aboard vessels owned or operated by the company, including the bosuns and employees who have licenses but who are employed in jobs which do not require licenses. Excluded from the unit are all licensed personnel, professional employees, stewards, guards and supervisors.

Compulsory Arbitration for Railroads Rejected by House; Extend Strike Ban

WASHINGTON—The House voted last week to bar a railroad shopcrafts strike for an additional 90 days of mediation effort, but turned down a Senate-passed provision that would have imposed compulsory arbitration if mediation failed.

The legislation now goes to a House-Senate conference committee and union leaders gave a voluntary pledge that they would not strike while the bill was in conference.

House action came after two days of debate centering on the compulsory arbitration feature of the Administration bill, which AFL-CIO President George Meany had warned would strike at the "heart of the trade union movement" by destroying "the right to free collective bargaining."

Elimination of compulsory arbitration came on a non-record 189-105 vote which tentatively wrote into the bill an amendment

sponsored by Representative Claude Pepper (D-Fla.).

In view of the big majority for the Pepper amendment, Administration leaders did not insist on a rollcall and the amended bill was then quickly passed by a voice vote.

Earlier, the House had defeated other attempts to make the legislation less one-sided, including a labor-backed amendment by Representative Brock Adams (D-Wash.) providing for government seizure of the railroads and impounding of profits until a settlement is negotiated. The amendment was beaten, 198-111.

A number of Republicans joined with liberal Democrats in

opposing compulsory arbitration, but several GOP conservatives said they were supporting the 90-day postponement only in the hope that Congress would enact permanent legislation to deal with collective bargaining failures in essential industries.

Despite heavy White House pressure, the Administration bill needed almost solid support of GOP members of the House Commerce Committee to reach the floor. Committee Democrats voted 13-6 against it but Republican members backed it 12-1.

Committee Chairman Harley O. Staggers (D-W.Va.) denounced the Administration bill as the debate got under way, declaring it was "completely one-sided" and applied pressure "only to the unions."

He warned the railroad industry that it can't expect to continue for long under private ownership "when free men are compelled to work for wages and under conditions that are unacceptable to them."

Before the House vote, the AFL-CIO reiterated in a letter to all congressmen that the labor movement is "absolutely opposed" to compulsory arbitration.

Legislative Director Andrew J. Biemiller stressed that "to impose a settlement pattern on parties to a labor contract is to eliminate the free process of collective bargaining." He said seizure legislation "would at least impose an equal burden on both parties which will in turn re-establish an effective bargaining relationship."

Research Team Starts Search For Fabled Loch Ness Monster



Shadowy filmed image above is claimed by believers to be proof of existence of Loch Ness monster. Disbelievers charge photo shows nothing more than floating log or shadow on water. New expedition to famed Scottish loch hopes to settle dispute.

Convinced that the "monster of Loch Ness" exists in reality and not just in the minds of some Scotsmen, an American biochemist and his British colleagues will embark upon a two-year photographic search for the creature of the lake starting this summer.

Dr. Roy Mackal, a professor of biochemistry at the University of Chicago, believes that the creature of Loch Ness may be one of a large family of marine animals and that others like it inhabit other lakes in Scotland, Ireland, Canada, Siberia, and Norway.

Dr. Mackal's search team will set up \$20,000 worth of photographic and sound equipment along the shores of the loch, in a pattern that will enable them to keep 80% of the lake area under surveillance at one time. The lake is 24 miles long, a mile wide and 750 feet deep.

Professor Mackal visited Loch Ness last September, to meet with a team of British investigators and was told by the team that they had had three sightings of the creature in one afternoon.

"I've talked with witnesses in Scotland and studied accounts of the sightings of the monster and I'm convinced there's some form of animate life in the lake," said Dr. Mackal.

He suggests that the "animate life" ranges in size from six to 34 tons and from 20 to 60 feet in length. Within this size range are such marine animals as the giant squid which can weigh up to 50 tons, he said.

Dr. Mackal believes that some kind of transitional creature, a link between two marine species, such as gastropods (snails) and cephalopods (squids and octopuses) is the type of creature that inhabits the loch.

The professor's own theory is that the monster of Loch Ness is related to a family of salt water sea life that became landlocked in fresh water when land masses rose through geologic changes that took place many thousands of years ago.

"Most of these salt water creatures probably died out," says Dr. Mackal, "but a few were able to adapt to the fresh water environment of Loch Ness and have flourished down to this day."

The professor adds that the monster of the loch may not be a monster at all but instead, an extremely shy, playful, well adjusted creature, with no natural enemies.

SIU Strikes C&H Refinery

SAN FRANCISCO—Members of the SIUNA-affiliated Sugar Worker's Local 1 have voted to strike the California & Hawaiian Sugar Refinery in Crockett, Calif.

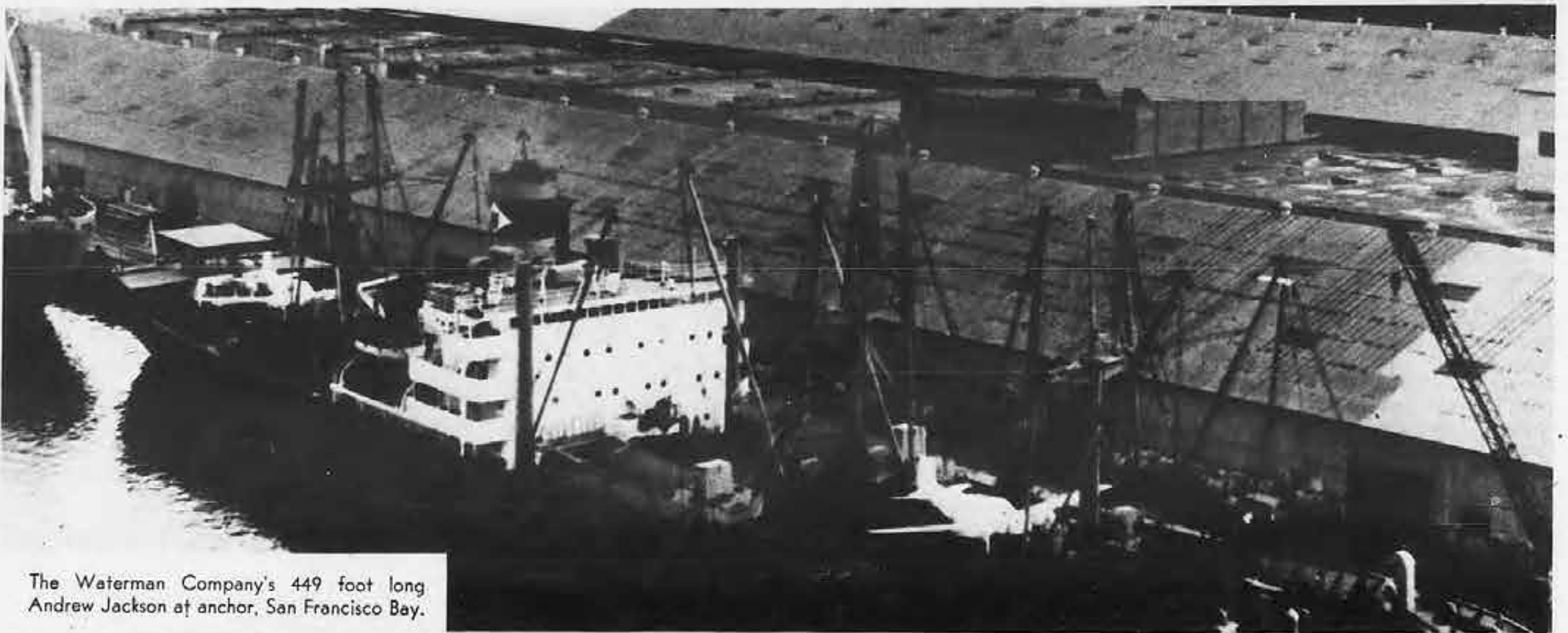
Negotiations broke off on June 11, when a company offer was rejected by the Sugar workers Local as being "outrageous and unfair".

The major issues involved in the contract dispute are work schedules, increased grievance machinery and the establishment of an expanded pension and health and welfare program.

The C&H refinery was recently the target of a raiding attempt by Harry Bridge's International Longshoremen's and Warehousemen's Union.

When negotiations with the company reached an impasse in May, Bridges stepped into the picture and demanded that the National Labor Relations Board hold a special representation election at the refinery.

The ILWU raiding attempt was soundly defeated when the Sugar Worker's voted 659-386 for continued representation by the SIU.



The Waterman Company's 449 foot long Andrew Jackson at anchor, San Francisco Bay.

ANDREW JACKSON PAYS OFF

The Andrew Jackson is one of many SIU-manned vessels engaged in keeping the flow of supplies moving to Southeast Asia. She recently docked in San Francisco where a LOG photographer was on hand to record the payoff.



Chief Cook, Starvos Petrantes is shown preparing a fresh ham for the noon meal in the ship's galley aboard the Andrew Jackson.



Steward Utility Robert Brudett is getting ready to serve a hot meal to the crew of the Andrew Jackson.



The Andrew Jackson's deck department begins the job of unloading stores at the end of the vessel's voyage. The unloading went smoothly.



Patrolmen Walter Minett (far left) and Alfie Pool handle the crew's beefs prior to the ship's payoff.



Seafarer Wayne Kidd of the Engine Department is busy opening the root valve with the Hagen board showing in the background.



A crew from the Andrew Jackson's deck department handles the lines prior to moving the ship to another anchorage in San Francisco Bay.

From the Ships at Sea

Seafarers on the **Del Norte** (Delta) don't worry too much about the possibility of getting sick during a voyage to South America, thanks to the presence of Dr. Richard Young, **Reuben Belletty** reported. To show their appreciation, the Seafarers gave a vote of thanks to Dr. Young for "being a real good guy and taking care of all of us". The motion was made by **Joe Vaccaro** of the steward department. Ship's treasurer **Bill Kaiser** reported that the ship's fund totals \$97.86.



Vaccaro

Maurice Kramer reported that the movie fund has \$285.85. **Tony Garza**, engine department delegate, reported that his department could use an ice water cooler. No major beefs or disputed overtime reported by delegates.



Ship's delegate **Henry Schwartz** informed his fellow Seafarers about the latest in the Vietnam situation, as the **Robin Sherwood** (Moore-McCormack) headed for the war zone. Meeting chairman **David Velandra** wrote that Schwartz also told the crew about logging procedures for failure to report to the ship because of shore problems. Meeting secretary **Gary Fisher** reports that it was agreed to leave the P. O. mess open if the men keep it clean. Department delegates, **Joe Anderson**, **Paul Switch** and **Neal Meher** report no beefs or disputed overtime. A new water fountain was installed.



Switch

Seafarers on the **Del Alba** (Delta) might be away from New Orleans but the cooking doesn't show it, thanks to Chief Cook **Leslie Burnett** and Chief Steward **Paul Franco**. Meeting chairman **William Cousins** wrote that Burnett was in the New Orleans hall looking for a job, "but found his way to the West Coast and now we are getting some of that good shrimp gumbo and southern fried chicken."



Cousins

Meeting secretary **R. D. Tappan** reports that a check of the stores aboard the **Norina** (Marine Traders) found that everything is in good order. Inspection was made by deck delegate **Rubin Sigward** and ship's delegate **Anthony Debelich**. Debelich came in for a vote of thanks for the top-notch job he turned in. The Steward Department has done a fine job keeping the Seafarers well-fed and happy. No beefs or disputed overtime reported. Other than two men who had to leave the ship due to illness, no problems on board.



Miller

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Debelich

It was suggested on the **Del Oro** (Delta) that "a bulletin sailing board be put up in the mess room on this type of ship," Meeting Chairman **Ralph Taylor** writes. **Lee Smith**, new ship's delegate, reports that all hands were requested to keep doors closed in foreign ports as a precaution against strangers wandering through the ship. Meeting secretary **W. H. Simmons** reports \$68.78 in the treasury. After stops at **Monrovia**, **Abidjan**, **Tema** and **Angola**, the **Del Oro** returns to New Orleans for a payoff.



Taylor

"We had a good payoff in New Orleans with all beefs settled," **Bennie Lowderback**, ship's delegate on the **Volusia** (Suwannee), reports. Lowderback thanked department delegates "for their cooperation this past trip." **William Fisher** of the Steward Department, **Leon Strile**, Engine Department and **Joe Rusheed** of the Deck Department, all turned in fine jobs. Captain **B. S. Marinos** came in for praise for his "outstanding and efficient" work.



Lowderback

Seafarers on the **Del Alba** (Delta) might be away from New Orleans but the cooking doesn't show it, thanks to Chief Cook **Leslie Burnett** and Chief Steward **Paul Franco**. Meeting chairman **William Cousins** wrote that Burnett was in the New Orleans hall looking for a job, "but found his way to the West Coast and now we are getting some of that good shrimp gumbo and southern fried chicken."

Paul Hebert, steward utility on the **Penn Victory** (Waterman) was hospitalized in Rotterdam, Holland. **Hugh Roughton**, meeting secretary, informs. Hebert was flown to the states for treatment, Roughton wrote. Seafarer **C. P. Bailey** also left the ship to return home due to illness in the family. Meeting Chairman **Jack Bentz** said that the Steward department turned in a fine job and received a vote of thanks.



Bentz

Meeting secretary **R. D. Tappan** reports that a check of the stores aboard the **Norina** (Marine Traders) found that everything is in good order. Inspection was made by deck delegate **Rubin Sigward** and ship's delegate **Anthony Debelich**. Debelich came in for a vote of thanks for the top-notch job he turned in. The Steward Department has done a fine job keeping the Seafarers well-fed and happy. No beefs or disputed overtime reported. Other than two men who had to leave the ship due to illness, no problems on board.

Brother C. E. Miller was elect-

ed to serve as new Ship's Delegate aboard the **Cosmos Mariner** (Admanthos Shipping Agency). Brother **Miller** is also serving as Meeting Chairman. During his first report, the new Ship's Delegate reported that he and the Chief Electrician have taken care of all repairs. During the good and welfare portion of the meeting, writes Meeting Secretary **G. P. Thlu**, the Chief Steward asked the crew to cooperate with his department to keep the ship clean.

Lifeboat Class No. 179



Posing proudly for their graduation picture is the 179th group of Seafarers to go through the SIU Lifeboat School. With their lifeboat endorsements they will get priority in shipping out. Seated (l-r) are: **W. Kennedy**, **W. Harvey**, **C. Wagner**, **A. Backstrom**, and **J. Jerscheid**. Standing are: **Bosun L. Bonser**, **L. Kempf**, **W. Kratsas**, **D. Cook**, **R. Estrada**, and the school's instructor, **Arni Bjornsson**.

CHATHAM (Waterman), May 14—Chairman, **Sidney A. Garner**; Secretary, **Sidney A. Garner**. No beefs were reported by department delegates. Brother **Julian Sawyer** was elected to serve as ship's delegate. Everything is running along smoothly.

SEATRAN CAROLINA (Hudson Waterways), May 9—Chairman, **W. J. Meehan**; Secretary, **H. E. Slater**. Disputed OT in Deck Department to be squared away. Brother **F. Smith** was elected to serve as ship's delegate.

SEATRAN LOUISIANA (Hudson Waterways), May 14—Chairman, **M. J. Cassidy**; Secretary, **A. L. Dunn**. Disputed OT in deck and engine departments to be taken up with patrolman. Vote of thanks extended to the Steward Department for a job well done. Hot water urn to be installed in messhall.

OVERSEAS JOYCE (Maritime Overseas), March 26—Chairman, **Howard Bickford**; Secretary, **W. L. Kilgore**. \$6.00 in ship's fund. Some disputed OT in Engine Department to be taken up with patrolman. Brother **F. Smith** was elected to serve as new ship's delegate. Proposal made that members with 20 years in the Union and 12 years seafaring should be able to retire with full pension. The pension should be raised to \$300.00 monthly to keep in pace with the continuous high cost of living. Amend the present retirement plan, that upon the death of a retired member, his widow or dependent be paid one-half of his pension, paid monthly to his widow or dependent. Also give free hospital and medical care as long as his widow does not remarry. Some assurance is needed that some protection and security will be theirs at the final departure of the Seafarer.

DEL MAR (Delta), May 21—Chairman, **Ernest C. deBautte**; Secretary, **Joseph V. Whalen, Jr.** Ship's delegate reported that everything is running smoothly. He resigned thanking the crew for making his job easy. \$25.00 in movie fund. No beefs reported by department delegates. Brother **Joseph V. Whalen, Jr.** was elected to serve as new ship's delegate. Vote of thanks extended to resigning ship's delegate, Brother **deBautte**.

DIGEST of SIU SHIP MEETINGS

MONTPELIER VICTORY (Victory Carriers), April 28—Chairman, **M. E. Beeching**; Secretary, **Robert Romano**. Few hours disputed OT in Deck and Engine Departments. Motion made to reinstate Steward Department men that have been removed until new contract concerning manning scales is made and ratified. Brother **Jim Dryden** was elected to serve as ship's delegate.

JEFFERSON CITY VICTORY (Victory Carriers), May 18—Chairman, **E. T. LaChappelle**; Secretary, **W. C. Sink**. \$2.00 in ship's fund. One man missed ship in Djibouti. Two hours delayed sailing, lodging and subsistence disputed in Steward Department. Motion made that the SIU negotiate a 20-year pension plan with the contracted companies.

HASTINGS (Waterman), April 19—Chairman, **T. J. Forsberg**; Secretary, **J. Wells**. Letter sent to SIU hall in Yokohama regarding water ration. No launch service furnished and men told to put in for \$2.00. Discussion about cleaning passageways and ladders. Engine and Deck Department quarters need painting. Matter to be taken up with patrolman.

RACHEL V (Vantage), April 17—Chairman, **Pat Fox**; Secretary, **M. Ciaglio**. No beefs reported by department delegates. Crewmembers were requested to wear shirts during meal hours.

ROBERT D. CONRAD (Maritime Operations), April 23—Chairman, **Steven Mooney**; Secretary, **L. A. Lamphere**. Ship's delegate reported that all is running smoothly with the exception of a

few minor beefs. \$6.00 in ship's fund. No beefs were reported by department delegates.

CONNECTICUT (Oriental Exporters), April 30—Chairman, **Richard Darville**; Secretary, **A. W. Morales**. Two men missed ship in Japan. Few minor beefs. Ship's delegates will try to contact Union regarding payoff, because ship is on the way to Aruba after 11 months shuttling from the Persian Gulf and articles expire on June 15, 1967. The crew discussed acquiring another air conditioner for the mess room and another washing machine.

STEEL KING (Isthmian), May 7—Chairman, **W. Barth**; Secretary, **F. C. Esteban**. \$22 in ship's fund. Brother **James F. Santiago** was elected to serve as ship's delegate. Motion made that the company pay \$12.00 daily instead of \$8.00, in case of sickness.

ST. CHRISTOPHER (St. Lawrence Carriers), May 6—Chairman, **E. M. Ellis**; Secretary, **Ralph Collier**. Some men paid off in Bahrain and one man was put ashore at Colombo, Ceylon, due to illness. \$6.80 in ship's fund. Vote of thanks to the Captain and to the entire Steward Department.

JOHN J. BOLAND (American Steamship), May 1—Chairman, **Henry E. Jones**; Secretary, **Henry E. Jones**. Brother **Vince Smith** was elected to serve as ship's delegate. He stressed the importance of all possible safety measures to be used especially opening and closing hatches, etc. No beefs were reported by department delegates. Vote of thanks to the Steward Department for the good service and good food.

PENN CARRIER (Penn), May 11—Chairman, **J. P. Lamb**; Secretary, **E. P. Covert**. Brother **Covert** was elected to serve as ship's delegate. No beefs were reported by department delegates. Everything going along fine.

MONTPELIER VICTORY (Victory Carriers), May 13—Chairman, **M. E. Beeching**; Secretary, **W. Todd**. Steward Department beefs turned over to ship's delegate. Patrolman will meet ship in Panama. Disputed OT in Engine Department.

OCEANIC TIDE (Oceanic Ore Carriers), April 32—Chairman, **W. Dodd**; Secretary, **R. G. Mariens**. TV to be placed on board upon arrival in Yokohama. One man missed ship in Honolulu and one man paid off in Honolulu. Thirty-eight hundred pounds of meat and frozen vegetables were condemned in Honolulu by Department of Agriculture due to lack of refrigeration during breakdown and tow period.

SEAFARER (Marine Carriers), May 7—Chairman, **Skippy Wells**; Secretary, **N. Moose Lightell**. Steward Department beefs were turned over to the ship's delegate. Brother **Skippy Wells** was elected to serve as new ship's delegate.

VOLUSIA (Suwannee), May 14—Chairman, **Joseph A. Rusheed**; Secretary, **Herbert D. Gilbert**. \$31.65 in ship's fund. Disputed OT in Deck and Engine Departments to be taken up with patrolman. Motion made that no water or stores be taken on at Pakistan, especially fresh vegetables and that stores, whenever possible, be taken on in New Orleans instead of waiting to store up in Texas. Motion made that queequeing of passageways be done after loading or unloading grain and not just at end of voyage.

TRANSHUDSON (Hudson Waterways), May 7—Chairman, **Cecil Futch**; Secretary, **T. Rainey**. Ship's delegate reported that everything is O.K. with no beefs. Motion made to air-condition messhall and fo'c'sle as trip to India hit 120 degrees. Motion made to ask for raise in pension to \$250.00 per month for 15 years seafaring or 20 years in the Union.

HALAULA VICTORY (Bloomfield), May 14—Chairman, **L. Strange**; Secretary, **A. Nash**. No beefs reported by department delegates. Brother **A. Nash** was elected to serve as ship's delegate. Condemned milk from previous voyage was set aside to be disposed of at sea.

PETROCHEM (Valentine), January 28—Chairman, **H. M. Connell**; Secretary, **Frederic Stieg**. Disputed OT in Deck Department to be taken up with patrolman. Brother **Carl V. Christianson** was elected to serve as ship's delegate.

Well Addressed Letters Insure Prompt Delivery on MSTs Ships

To insure the speedy and efficient delivery of mail to crewmembers aboard Military Sea Transport Service ships operating in the Pacific, Mediterranean or the Atlantic it is important that letters be addressed correctly.

Seafarers aboard MSTs ships are entitled to use U.S. Navy fleet post offices, which are fast and accurate providing letters are addressed correctly—especially in the Southeast Asia area.

The form printed below is designed to help the families and friends of Seafarers aboard MSTs vessels to get the address right anywhere in the world, in order to maintain fast and efficient communication with their loved ones.

Seafarers sailing in ships under MSTs Time Charter (TC) Consecutive Voyage Charter (CVC) or U. S. Maritime Administration General Agency Agreement (GAA) should inform their correspondents to use these addresses for their personal mail:

YOUR NAME → **MR. JOHN DOE**

YOUR SHIP'S NAME → **S. S. "Plimsoll Mark" (MSTS)**

MSTS MUST SHOW AFTER SHIP'S NAME ↗

WHEN OPERATING IN THE PACIFIC
→ **F.P.O. SAN FRANCISCO 96605**

NAVY ZIP NUMBER MUST SHOW ↗

WHEN OPERATING IN THE ATLANTIC OR MEDITERRANEAN → **F.P.O. NEW YORK 09505**

ONCE AGAIN, NAVY ZIP NUMBER MUST SHOW ↗

FINAL DEPARTURES

John Lavery, 59: Death claimed Brother Lavery on April 1, in Houston. He sailed as an AB and joined the Union in the port of Philadelphia. Lavery was a 20-year veteran of the SIU. A native of Pennsylvania, he lived in Philadelphia. His last ship was the Commander. Seafarer Lavery was buried in Holy Cross Cemetery, Houston, Texas.



Lionel Desplant, 57: Brother Desplant died on April 30, at the USPHS hospital in Staten Island, N. Y. He was on an SIU pension at the time of his death. Desplant joined the union in Baltimore and sailed as a cook. A native of the Virgin Islands, he lived in Brooklyn, N. Y. His last ship was the Santa Emilia. Surviving is his wife, Rosette. Burial was in Rose Hill Cemetery, Linden, N. J.



Francis Clawson, 62: Brother Clawson collapsed while on duty in the engine room of the Bangor, on August 29, 1966 and died shortly afterwards. His body was committed to the deep with all hands present. Brother Clawson was born in Maine and lived in Baltimore. He joined the Union in the port of Tampa. He had sailed as Oiler and FWT. Surviving is his niece, Virginia Marshall of Baltimore.



Joseph Fitzpatrick, 63: Pneumonia claimed the life of Seafarer Fitzpatrick on Jan. 13 in San Francisco. He sailed in the engine department and was a 20-year veteran of the SIU. Brother Fitzpatrick was born in New Orleans and resided in San Francisco. He joined the SIU in New Orleans. His last vessel was the Pecos. He is survived by his son, Joseph Fitzpatrick, Jr. Burial was in New Orleans.



Willie Lane, 40: A liver ailment claimed the life of Brother Lane in Jacksonville, Fla., April 28. He sailed in the steward department since joining the union in the port of Jacksonville. A resident of that city, he was born in Jesup, Ga. Lane last shipped on the Bradford, Isle. Burial was in Piney Grove Cemetery, Odum, Wayne County, Ga.



Leoncio Fuerte, 58: Brother Fuerte died at sea aboard the Longview Victory, Sept. 3, 1966. He was sailing as a messman. A native of the Philippines, he was a resident of Seattle, Wash. Fuerte joined the SIU in that port. Surviving are a sister, Rosita, and a brother, Arcenio, both of the Philippines. Burial was in the Philippines.



Lawrence Campbell, 62: A head injury sustained in an accident caused the death of Brother Campbell, March 15, at the American Hospital, Paris, France. A native of Nova Scotia, he was naturalized in 1937. He was sailing on the Merrimac at the time of death. An AB, he joined the Union in the port of Boston. Campbell lived in Saugus, Mass. He is survived by a sister, Mrs. Theresa Myatt of Miami, Fla. The body was returned to Boston for burial.



George Dennis, 27: Seafarer Dennis died on March 12 at St. Mary's Hospital, Port Arthur, Texas, after an automobile accident. Death was due to severe neck and chest injuries. A wiper, he was born in Texas and resided in Daisetta, Texas. Dennis served two years in the Army. His last ship was the Globe Traveler. Burial was in Evergreen Cemetery, Orange, Texas.



Sailing is Education You Can't Buy, Says Veteran SIU Globe Trotter

During his more than 15 years of sea time, Brother Vincent Genco, 53, has been to many ports on most of the continents of the world. Like many other Seafarers, he will take almost any run, but he does have his favorite ports.

His favorite run is around-the-world, though he hasn't made the trip for a few years. "You hit between 20 and 25 ports and see many different types of people and cultures, and it's an education that you can't get out of a book," he says.



Manilla and Bangkok are Brother Genco's two favorite ports. He never tires of the tour of the King's palace in Bangkok, the capital of Thailand, with its beautiful flower displays. He has also gone upriver to visit the ancient Buddhist temple near the port city of almost a million people.

India is Brother Genco's favorite country, of all the many nations he has visited. Bombay is a "fairly good port," he says, but you have to be there a while before you know how to get around.

One Indian tradition that Brother Genco found unusual is that in New Candla, where most American grain is unloaded. The women handle the sacks of grain,

while the men operate machinery and do the checking and tallying.

Brother Genco visited Saigon many times before the war in Vietnam got really hot. "The people there are no different than the people here; they are mainly working people." Family life, Brother Genco said, was very much like family life in the United States. The major difference between life here and life in Saigon was the standard of living is so much lower there.

Brother Genco has not visited many European ports he says, yet he is able to comment on quite a few of them. The most enjoyable European port he has been to is Sette. A small town in Southern France, it is across the bay from Marseilles. Brother Genco spent four days in the city, often called "the poor man's Riviera." There were many Continental tourists in the town, and everyone was "unusually friendly." This was in sharp contrast in Northern France, Brother Genco said, where a strong anti-American bias prevails.

Another friendly, and much more well-known port, is Rotterdam, the busiest port in the world. There, "the people go all out to

make you feel welcome," he says, "and there is never any trouble."

Egyptians Unfriendly

The one area of the world that Brother Genco finds it difficult to get along ashore is the Middle East, with the exception of Israel. The Egyptians, especially, "are extremely arrogant and con games and unscrupulous vendors abound in Mid East ports." Seafarer Genco said "If you get into trouble, you've had it, because the police are always on their side."

He has had some unfortunate experiences of his own, including being forced to hire a "guide" in Egypt, and having a gang of five men attempt to mug him in a wide street in broad daylight. "I don't go ashore in the Middle East any more," he emphasizes.

The one exception is the Israeli port of Elath. "It is a clean, modern city," he says, adding that the contrast between Elath and the Jordanian port of Aqaba, a few miles away, is amazing. Aqaba "looks as if it hasn't changed in a couple of thousand years," he says.

The only part of the world where Brother Genco won't go is South Africa. "You talk about our segregation, but theirs . . . wow. You cross the color line by just trying to talk to a Negro, and I like to talk to people." Brother Genco made the South African run twice, visiting Capetown and Durban. The last time was in 1956. After that voyage he vowed he would never sail to the Union of South Africa again.

Brother Genco makes his home in Newton Falls, Ohio, with his wife. Born in Cleveland, he has always lived in Northeastern Ohio. He joined the union in New York and usually ships out of that port. "It's no problem migrating back and forth," he says. He has a married daughter with two children of her own, a boy, five, and a three-year-old girl.

SIU ARRIVALS

Casimiro Gonzalez, born May 4, 1967, to the Jorgan Gonzalezs, Brooklyn, New York.

William Reynolds, born January 4, 1965, to the Henry B. Reynolds, Groves, Texas.

Leslie Marange, born March 17, 1967, to the Cyril Maranges, Orange, Texas.

Alexander H. Kominos, born February 10, 1967, to the Nicholas Kominos, Freeport, L.I., N.Y.

Debbie Beverley, born April 9, 1967, to the Eugene R. Beverleys, La Marque, Texas.

Tracey Anderson, born May 9, 1967, to the Frank Andersons, New Orleans, La.

Tabitha King, born October 30, 1966, to the Lea Kings, Vacherie, Louisiana.

Felix Anthony Amora, Jr., born April 22, 1967, to the Felix P.

Amoras, San Francisco, California.

Patrick Johnson, born May 3, 1967, to the Charles P. Johnsens, New Orleans, La.

James Freeman, born May 1, 1967, to the James E. Freemans, Daphne, Alabama.

Julie Diane Doiron, born April 21, 1967, to the Rodney E. Doirons, Houston, Texas.

Entry Rating Lifeboat Class No. 6



The sixth class of young men from the Harry Lundeberg School of Seamanship to obtain their lifeboat endorsements have their picture shot in front of one of the lifeboats used for instruction. Seated (l-r) are: L. Patterson, R. Allan, D. Ramirez, T. Chambers, D. Ness, W. Morgan, C. Jacobs, and R. Smith. Standing behind them are P. Hudgins, J. Butler, R. Sanderlin, B. Kimmons, D. Davis, L. Mossman, B. Patrowic, and R. Zemel. In the last row are: C. Harrison, J. Linton, D. Hawley, L. Ferrell, W. Flurr, J. Palmer, H. Segal, R. Gromadski, and the school's instructor, Arni Bjornsson.

PERSONALS

Bill Doran
Please contact J. H. Cessford, 1412 Ryan St., Lake Charles, La., immediately, and include your mailing address.

Samuel E. Powell
Please contact your uncle, J. G. Zeigler, 106 Brookland Circle, Columbia, South Carolina 29204, as soon as possible.

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

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UNFAIR TO LABOR

DO NOT BUY

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



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



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



Jamestown Sterling Corp.
(United Furniture Workers)



White Furniture Co.
(United Furniture Workers of America)



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



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



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



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



Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)



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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New Orleans July 11—2:30 p.m.
- Mobile July 12—2:30 p.m.
- Wilmington . . July 17—2:00 p.m.
- San Francisco July 19—2:00 p.m.
- Seattle July 21—2:00 p.m.
- New York July 3—2:30 p.m.
- Philadelphia July 5—2:30 p.m.
- Baltimore July 5—2:30 p.m.
- Detroit July 14—2:30 p.m.
- Houston July 17—2:30 p.m.

Great Lakes SIU Meetings

- Detroit July 3—2:00 p.m.
- Alpena July 3—7:00 p.m.
- Buffalo July 3—7:00 p.m.
- Chicago July 3—7:00 p.m.
- Cleveland July 3—7:00 p.m.
- Duluth July 3—7:00 p.m.
- Frankfort July 3—7:00 p.m.

Great Lakes Tug and Dredge Region

- Chicago July 11—7:30 p.m.
- †Sault Ste. Marie July 13—7:30 p.m.
- Buffalo July 12—7:30 p.m.
- Duluth July 14—7:30 p.m.
- Cleveland July 14—7:30 p.m.
- Detroit July 10—7:30 p.m.
- Milwaukee July 10—7:30 p.m.

SIU Inland Boatmen's Union

- New Orleans July 11—5:00 p.m.
- Mobile July 12—5:00 p.m.
- Philadelphia July 5—5:00 p.m.
- Baltimore (licensed and unlicensed) July 5—5:00 p.m.
- Norfolk July 6—5:00 p.m.
- Houston July 17—5:00 p.m.

Railway Marine Region

- Philadelphia July 11—10 a.m. & 8 p.m.
- Baltimore July 12—10 a.m. & 8 p.m.
- *Norfolk July 13—10 a.m. & 8 p.m.
- Jersey City July 10—10 a.m. & 8 p.m.

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

United Industrial Workers

- New Orleans July 11—7:00 p.m.
- Mobile July 12—7:00 p.m.
- New York July 3—7:00 p.m.
- Philadelphia July 5—7:00 p.m.
- Baltimore July 5—7:00 p.m.
- †Houston July 17—7:00 p.m.

DIRECTORY of UNION HALLS

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

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EXECUTIVE VICE PRESIDENT Cal Tanner
VICE PRESIDENTS Lindsey Williams Robert Matthews
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MARGARET BROWN (Isthmian), April 20—Chairman, Roy Guild; Secretary, Roscoe L. Alford. Brother Roy Guild was elected to serve as ship's delegate. No beefs were reported by department delegates.

DEL MONTE (Delta), April 23—Chairman, L. W. Franklin; Secretary, Albert G. Espenada. Few hours disputed OT in engine department to be taken up with boarding patrolman. \$2.00 in ship's fund. Crew extended a vote of thanks to the ship's delegate and to Captain J. L. Cox. Ship's delegate to contact the boarding patrolman regarding the matter of having the negotiating committee see if they can obtain OT for watchstanders standing gangway watch between the hours of 5 p. m. to 8 a. m.—to be split up with the watch. The Mates and Engineers have been getting this OT. Vote of thanks was extended to the ship's delegate.

STEEL ADMIRAL (Isthmian), April 16—Chairman, W. W. Wallace, Secretary, J. W. Sanders. No beefs were reported by department delegates. Motion made to reinstate the day man and the galley utility on Isthmian ships. Motion made to have voyage stores delivered to ship before day of departure. Vote of thanks to the steward department for a job well done. Motion made for two hours minimum break-out between the hours of 5 p. m. and 8 a. m. for deck and engine departments.

ALCOA VOYAGER (Alcoa), April 22—Chairman, B. B. Butler; Secretary, C. V. Sobczak. Some of the unsafe conditions and equipment was discussed and will be looked into by the ship's delegate. Few hours disputed OT in deck and engine departments. One man hospitalized in Rotterdam. Vote of thanks to the Steward Department for a job well done.

STEEL SCIENTIST (Isthmian), April 21—Chairman, Jack Nelson, Jr.; Secretary, Florencio S. Omega. Brother Joseph Petruszewicz was elected to serve as ship's delegate. \$17.39 in ship's fund. No beefs and no disputed OT reported by department delegates.

VOLUSIA (Savannah), April 10—Chairman, Bennie H. Lowderback; Secretary, Herbert D. Gilbert. Disputed OT in Deck department to be taken up with boarding patrolman. Discussion about changing Article III, Section 22 "Cleaning Cargo Holds" to read: "If the watch on deck or Boson or day men are required to clean holds, the watch on deck or day men should receive straight OT. For men off watch but working, OT and one-half, and after 5:00 P.M. Saturday, or Holiday."

AFONDRIA (Sea-Land), April 24—Chairman, N. S. Tucky; Secretary, L. Hargensheimer. Vote of thanks was ex-

DIGEST of SIU SHIP MEETINGS

tended to Brother N. S. Tucky for doing a fine job as ship's delegate. Some disputed OT in Engine Department to be settled by boarding patrolman. Motion was made to have all quarters air-conditioned.

COMMANDER (Marine Carriers), April 23—Chairman, E. Kress; Secretary, V. Hopkins. \$6.00 in ship's fund. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

AMERICAN VICTORY (Hudson Waterways), April 9—Chairman, Earl P. McCasky; Secretary, N. E. Greenwald. Brother Carl was elected ship's delegate. Everything is going very well so far. No beefs reported by department delegates.

STEEL VENDOR (Isthmian), April 16—Chairman, Fred Shaia; Secretary, Elliott Gorum. \$30.50 in ship's fund. Motion made to discontinue the issuance of traveler's checks and issue green money instead, in all foreign ports. Motion made to return the dayman and galleyman to the ship's complement. Also to write a letter to the Union and ask them to present the above motions at the next negotiations. The Steward thanked the crew for their co-operation.

DEL SUD (Delta), April 24—Chairman, Bill Folse; Secretary Michael Dunn. Few hours disputed OT in deck department, otherwise no beefs were reported by department delegates.

ALBION VICTORY (Bulk Transport), April 28—Chairman, Juan Patino; Secretary, V. DiGiacomo. Ship's delegate reported that the Master was well satisfied with the first fire and boat drill held on board. Everything seems to be running smoothly as of now. Motion was made to make up a retirement plan whereas a union member does not have to be disabled, or 65 years old, to retire. Also, crew would like to have porthole fans and safety lights overhead installed throughout the vessel.

SEATRAN TEXAS (Hudson Waterways), April 15—Chairman, Martin Trischmann, Jr.; Secretary, Joseph Roney. It was suggested that a telegram be sent to headquarters requesting that a food representative meet the ship upon arrival in New York to inspect the storage of food (mainly the reefer boxes), quality and variety of the stores. There has been general dissatisfaction with the food and living conditions. The ship's delegate has asked for backing and assistance in his efforts to rectify the present situation.

STEEL DESIGNER (Isthmian), April 16—Chairman, Robert A. Clarke; Secretary, Francis Connolly. Ship's delegate reported that everything is going along smoothly. \$10.00 in ship's fund and \$97.00 in movie fund. Fresh water tanks are to be checked for cleaning. Water is rusty and should be checked in the first continental port of the United States.

WESTERN CLIPPER (Western Agency), April 19—Chairman, Darney; Secretary, J. Rutherford. No beefs and no disputed OT was reported by department delegates.

ANTINOUS (Waterman), April 3—Chairman, Anthony J. Kuberski; Secretary, Phillip Livingston. No beefs and no disputed OT reported by department delegates. Most of the repairs have been completed. Ship's delegate resigned and was given a vote of thanks. Brother H. Menz elected to serve in his place. Vote of thanks was extended to the Steward Department for a job well done.

ALCO EXPLORER (Waterman), April 24—Chairman, C. W. Hall; Secretary, W. A. Karlax. No beefs reported by department delegates. Chief Mate to see about repairing screen doors to keep natives out.

CANTIGNY (Cities Service), April 23—Chairman, C. A. Messer; Secretary, Frank E. Nelson. Some disputed OT reported in Engine Department.

PENN VANGUARD (Penn Shipping), April 20—Chairman, H. Fruge; Secretary, B. Thornton. No beefs reported by department delegates.

TRANSLOBE (Hudson Waterways), April 27—Chairman, Donald Gilbo; Secretary, H. Rice Worthington III. Ship's delegate requested that the membership accept his resignation due to poor health. New ship's delegate to be elected. Discussion about crew's responsibility aboard ship. Also discussed possible ways to reduce the number of logs being recorded on ship.

LUCILE BLOOMFIELD (State Marine), April 10—Chairman, R. Nicholson; Secretary, A. Arellano. No beefs were reported by department delegates. Crewmembers requested to be less noisy in messhalls and galley at night.

AMES VICTORY (Victory Carriers), April 30—Chairman, Donald Mason; Secretary, Gus Skendelas. Disputed OT in deck department to be taken up with boarding patrolman. Safety meeting to be held and all safety problems will be taken care of in shipyard.

Superstitions of the Sea

THE imaginations of the ancient mariners during long hours on watch in the crow's nest, not only became keenly active, but very often took control of most of their thoughts. Aloft in the crow's nest, apart from his shipmates, with nothing but clouds and vast stretches of open and endless sea to contemplate, an old salt would conjure up phantoms and spirits aplenty.

These phantoms and spirits often became the characters and actors in seafaring superstitions and legends, some of which have come ashore and are today known to the non-sailor, while others remained at sea as the exclusive property of the seaman.

The ancient legend of the Flying Dutchman is the most often repeated tale to have come down from the days of sail.

Legend has it that a certain Dutch skipper, by the name of Captain Barnard Fokke, who was well known for his cantankerous nature, was trying to round the Cape of Good Hope with a cargo of aromatic spices from India. Torrential rains and adverse winds plagued Fokke's ship. The Dutchman and the vessel could make no progress.

These were the days of iron men and the old Captain cursed and shook his fists at the heavens in a pledge that he would round the Cape of Good Hope, if it took him till the Day of Judgement.

Legend has it that the old captain's blasphemy offended the heavens and that his ship still sails the seas seeking to round the Cape.

On many a night at sea, when the moon filters its beams through the clouds in a certain way, and mists upon the sea run high, many old-timers claimed that a ghostly wooden ship appeared carrying all sail aloft. If one is keen of eye they say the ghostly figures of her crew can be seen working the riggings.

Many an old salt, his time aloft over, could look his mates straight in the eye and swear by the bones of Cap'n Kidd, "I've seen it mates, with my own eyes mind you, the Flying Dutchman, clear as day."

If we allow that the Flying Dutchman rules the waves in her journey to round the Cape, then what manner of spirit reigns over the domain beneath the sea?

Another legend provides the answer.

According to the mythology of the sea, Davy Jones is the fiend of the murky deep who presides over all that is evil beneath the sea. His domain is the final resting place of every ship that has ever sunk beneath the waves, and also the repository of every soul that sailed them.

Many guesses have been made, regarding the origin of the name "Davy Jones". During the 17th century, the natives of the Caribbean often warned seamen of a spirit known simply as "Davy" who would come up from the sea at night to carry away the soul of anyone foolish enough to walk the beaches at night.

"Jones" is believed to be a corruption of the name Jonah, the indigestible gentleman of Biblical fame, who after three days in the stomach of a whale was none the worse for wear.

Not all the characters in seafaring legends are unfriendly to the seamen.

The legend of St. Elmo is one of a benevolent spirit who rode about the sky on a white horse, and would appear above a ship in distress to aid the seamen aboard her.

St. Elmo's Fire, an omen of good fortune, is a display of luminous light which was often observed during electrical storms. A ship touched by the beams of light from St. Elmo's fire was considered safe from harm at sea. Many seamen have seen St. Elmo's fire occur when the electricity from a low hanging cloud combines with that of the earth, the result lighting the sky.

The legend of the "Horse Latitudes" is one of many that tell of the adventures of animals that were taken to sea by the ancient mariners in case an unexplored area was found.

The horse was taken to sea during those years when the flag of Spain reigned over all the seas from the peninsula of Florida to the Pacific and points south. It was the custom for every Spanish adventurer that ventured to the new world to take his horse with him aboard ship.

The slow moving Spanish galleons had to cross a vast spread of ocean between Spain and the new world, and with men and horses aboard an adequate supply of fresh water was a problem.

When the water supply was nearly exhausted, the horses often became crazed with thirst, broke loose and plunged into the sea.

Horses that became ill on the long voyage were ordered thrown overboard to save the healthier ones. Legend has it that their owners, often dying of thirst and disease themselves, rode to Davy Jones' locker on the backs of their mounts.

To this day, those latitudes near the West Indies, where the riders and their mounts alleged-went over the side, are known as the "Horse Latitudes."

The superstition of "whistling up a wind" dates back to the very first trips made to the new world by the Norsemen and was handed down to the Spanish and British.

In the days of voyage in ships under sail a proper wind to fill their sails was quite naturally the only means of locomotion.

Ships often were becalmed and would drift willy-nilly until a benevolent wind would continue the ship on its way.

To speed the wind in coming, many a mariner would take to "whistling up a wind". All hands would start to whistle loudly in the hope that the Norse god Thor would join in the tune, and that his mighty breath would fill the sails. Many stern sailing captains, who would not allow the crew to talk, much less whistle while they worked, when the sails were full, made no objection to it when the breeze was slight.

Many superstitions are so old that their origins are lost and many seamen appear to treasure them just out of habit. Several examples are:

When a hatch cover was left bottom-side up in the old days, it was considered a sure sign of bad luck.

If a sailor met a minister going in the same direction, it was considered bad luck.

An old Seafarer would never let a piece of rope hang loose over a beam or plank of wood; it reminded the men aboard of a hangman's noose.

Anything furry aboard was considered unlucky, while anything with feathers was considered lucky.

Now we know the reason why so many pirates carried parrots with them.



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



Seafarers in increasing numbers are taking advantage of the opportunity for training to qualify for Deck and Engine department ratings offered by the SIU's Harry Lundeberg School of Seamanship. Photo left shows group of SIU men among class preparing for Q.M.E.D. ratings. In photo right, instructor Arni Bjornsson explains use of marlin spike in thimble splicing to group preparing for AB rating. From left to right are Seafarers Nick Caputo, Joe Machula, Fred Frick and Cliff Leahy. There is no tuition charge and Seafarers are provided with free room and board.



ORDINARY SEAMEN AND WIPERS —YOUR OPPORTUNITY TO UPGRADE!

ORDINARY seamen and wipers should take advantage of the cost-free upgrading opportunities offered through the facilities of the SIU's Harry Lundeberg School of Seamanship.

The school, operated in the Port of New York, offers qualified Seafarers the opportunity, without cost, to upgrade their ratings and increase their earnings capacity as well as their value to the Union and the nation.

The course of training usually lasts one to two weeks, both for ordinary seamen wishing to upgrade to able-bodied seamen's ratings and for wipers wishing to upgrade to Qualified Member Engine Department and sail as firemen, oiler, watertender or electrician, junior engineer, pumpman, reefer engineer, deck engineer or machinist.

To qualify for the AB upgrading course Seafarers need twelve months' sea time as ordinary seamen. Qualification for the QMED course for engine department upgrading is six months' sea time as a wiper. When applying, bring Coast Guard discharges to establish qualification for training.

Seafarers will receive free room and board while attending the school.

Any member having a problem with arranging the necessary transportation to New York to attend the school should see his local SIU port agent for assistance.

Providing Seafarers with the know-how and skills for the successful upgrading of their shipboard ratings is one of the prime objectives of the SIU's Harry Lundeberg School of Seamanship. The school's program and facilities offer qualified Seafarers upgrading training to higher unlicensed ratings, courses of instruction to prepare qualified Seafarers for engine and deck department licenses, and training for the entry rating in deck, engine and steward departments, as well as lifeboat and safety training.

To apply for your upgrading training see the Union Agent in any SIU port, or apply directly at the school in New York at 675 Fourth Avenue, Brooklyn, N.Y. 11232, or call 212-499-6565.

**SIU Harry Lundeberg
School of Seamanship**