

IT IS 30 YEARS SINCE

MERCHANT MARINE ACT, 1936

[49 Stat. 1985, approved June 29, 1936]

AN ACT

To further the development and maintenance of an adequate and well-balanced American merchant marine, to promote the commerce of the United States, to aid in the national defense, to repeal certain former legislation, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—DECLARATION OF POLICY

SECTION 101. It is necessary for the national defense and development of its foreign and domestic commerce that the United States shall have a merchant marine (a) sufficient to carry its domestic water-borne commerce and a substantial portion of the water-borne commerce and import foreign commerce of the United States and to provide shipping service on all routes essential for maintaining the flow of such domestic and foreign water-borne commerce at all times, (b) capable of serving as a naval and military auxiliary in time of war or national emergency, (c) owned and operated under the United States flag by citizens of the United States insofar as may be practicable, and (d) composed of the best-equipped, safest, and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel. It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a merchant marine.

THIS ACT WAS PASSED ...

AND WE STILL WAIT!

Meany Urges Civil Rights Bill Passage

White House Civil Rights Conference Charts Program To End Racial Injustice

WASHINGTON—An action program to bridge the gap between America's promise and performance in overcoming centuries of racial injustice was laid before 2,400 delegates summoned by President Johnson to a White House civil rights conference.

Representatives of the Seafarers International Union were among conference delegates, who were urged, in a message from AFL-CIO President George Meany, to keep in mind the overriding importance of a full employment economy to make equal opportunity meaningful.

Meany's message called for passage of the pending civil rights bill and urged "a far faster pace" of school desegregation aided by "a special multi-billion dollar federal school fund."

Above all, he said, "there must be jobs at good wages for all who can work. There must be an adequate system of income maintenance for those who cannot."

The program drawn up by conference leaders called for bold new steps at every level of government and by private groups to:

- Create immediate job opportunities for Negroes at all levels of skill, coupled with stepped-up training for better jobs.

- Provide "quality education for all" equal to that now available to "the fortunate few," while reducing racial concentrations in schools through "color-conscious" planning.

- Provide adequate open housing for low and moderate income families and, in the process, break down the ghetto walls of inner cities and the exclusion barriers of the suburbs.

- Assure equality in justice and law enforcement, protect Negroes seeking to exercise new-won rights in the South, and strive to defuse the powder-keg relations between police and Negro communities.

The action program was drafted

by a 30-member leadership council, headed by Ben. W. Heineman, chairman of the Chicago & North Western Railway. AFL-CIO Vice President A. Philip Randolph, served as honorary chairman.

Vice President Hubert H. Humphrey sounded the keynote, declaring the 20 million Negro Americans "will no longer be pacified by slogans or tokens . . . nor should they."

Fulfilling the legitimate expectations of the civil right revolution, Humphrey said, "will be America's most urgent domestic task for many years to come."

In a dozen workshops, the dele-

gates began the dialogue—seeking to break down broad generalities into specific actions they can undertake in their home communities and programs they can present to their organizations.

Joining in the two days of discussions was a cross-section of concerned America—Negro and white, college deans and slum dwellers, union officials and corporation presidents, civil rights militants and moderate white southerners, clergymen of all faiths and ranks. Labor's contingent of about 100 came from large and small unions and from state and city central bodies.

3 More Free World Ships Blacklisted For Cuba Trade; Total Now at 255

Three more ships have been added to the list of Free World vessels which have called at Cuban ports since Jan. 1, 1963, according to a Maritime Administration report issued last week.

The three vessels are the British-flag Adrossmore, of 5,820 gross tons; the Italian tanker Elia, of 11,377 gross tons, and the Cypriot-flag Aktor, of 6,993 gross tons.

(The Aktor was reported sunk 800 miles southwest of San Diego, Calif., on June 1. The 441-foot ship, believed to be carrying a cargo of sugar to the Orient, sank stern first after pumps dropped by a Coast Guard plane failed to curb the flooding. The Coast Guard rescued the 27 persons aboard.)

According to the Maritime Administration report, none of the ships which formerly called at Cuban ports and were placed on the U.S. blacklist and thereby lost

their eligibility to carry government-financed cargoes from the United States have reacquired that eligibility since the last Marad report in May.

Of the 255 ships that have called at Cuba since Jan. 1, 1963. British-flag ships led with 73. The rest consisted of 57 Lebanese, 36 Greek, 19 Cypriot, 18 Polish, 15 Italian, nine Yugoslav, seven French, five Moroccan, five Maltese, four Finnish, two Dutch, two Norwegian, two Swedish, and one Monacan.

SIU Beats Teamos In Balto. Vote

BALTIMORE—The SIU United Industrial Workers Union has been certified bargaining agent for employees of H. Klaff and Company here, following a recent NLRB election victory over Teamsters Local 311. Contract negotiations with the Baltimore scrap metal processing firm are already underway.

Of the 71 eligible voters among Klaff employees, 40 supported the SIU-UIW and 25 voted for the Teamsters. Not a single vote was cast for "no union" although the Teamsters challenged six SIU votes—not enough to effect the election outcome.

Teamsters Local 311 had made two earlier attempts to organize the Klaff employees but lost NLRB elections each time. In the most recent election the SIU-UIW intervened in the election petition and won the May 20 NLRB balloting.

The UIW also recently won a first-time contract for limousine drivers employed by the Baltimore Hotel in St. Louis, Missouri. Contract negotiations, which were completed after the UIW was recognized as bargaining agent for the limousine drivers, doubles their hourly wages, an eight-hour day with extra pay for overtime, vacation and holiday pay and other benefits.

Report of International President



by Paul Hall

Maritime Day has once again come and gone amid speeches all across the nation lauding the contribution of the maritime industry to the nation's history and calling for the development of a strong, modern American-flag merchant fleet to meet the future commercial and defense needs of the nation.

Many of these sentiments are expressed in good faith by men who are truly interested in the future of the American merchant marine and alarmed at its steady decline in recent years.

For some others however, this is merely standard procedure for Maritime Day. Then, after the speechmaking is over and the news cameras stop grinding, most of the high resolve to do something about our deteriorating maritime situation is quietly shelved until next Maritime Day, and pretty soon it is again only the maritime unions and a few truly interested parties who continue to call for action and make constructive suggestions for putting the brakes on U.S. maritime's downward slide.

The lip-service paid to maritime once a year represents a substantial about-face when compared with the lack of interest displayed by most legislators and government officials during the rest of the year. Obviously, as their speeches indicate, they recognize the important role that maritime has played in the nation's history both in peacetime and wartime, and acknowledge that a strong maritime capability is one of the major foundation blocks for the nation's future greatness. Yet, when it comes to doing something about assuring that we have a strong, modern merchant fleet capable of meeting our future needs, constructive action becomes bogged down in red tape and petty bureaucratic rivalries and nothing is done.

An example of the way this type of thinking continually works against maritime is the Interagency Task Force report, which, under the guise of proposing constructive action to assure the future strength of the U.S. merchant fleet, would actually, if adopted, lead to the certain death not only of the U.S. merchant fleet but of the nation's shipbuilding capability as well. It was the SIU and other maritime unions that pointed out the dangerous contradictions of the Task Force and supported instead the report of the President's Maritime Advisory Committee, which contains many truly constructive proposals regarding the rejuvenation of American maritime.

Both reports are presently before the President of the United States and have been for some time, yet nothing has been done to act on them. Testimony is taken, proposals are made, many platitudes are mouthed, yet nothing constructive is done. This is typical of the attitude of neglect and lack of interest which the government is displaying towards maritime.

For these reasons, Maritime Day is usually a tragic farce. Speakers recall the vital role played by American maritime during the two world wars and Korea in making victory possible by supplying our fighting men with huge masses of supplies and equipment in the face of enemy fire and the ravages of the sea. But they continue to ignore the fact that the American merchant fleet has been allowed to fall into such a condition of decay that it cannot meet the needs of our fighting men in the present conflict in Vietnam.

President Johnson has promised a new policy towards maritime, yet all that the responsible government agencies have come up with is the Maritime Task Force report, which if adopted would spell the doom of the U.S. maritime industry, and the proposed inclusion of maritime in a new Department of Transportation—which would have the same effect of destroying what is left of the maritime industry by submerging it in such a maze of red tape and petty bureaucratic rivalries that it could not survive.

At the same time, the President's Maritime Advisory Committee Report and other concrete and constructive proposals to aid maritime and stop its continuing decline are ignored, gathering dust on some bureaucrat's shelf.

It is no wonder then that the yearly Maritime Day speechmaking comes with a hollow ring.

Gov. Brown and Seafarers



California's Governor Pat Brown was guest speaker at recent Los Angeles County Federation of Labor luncheon in Wilmington. Left to right in photo are: Frank Boyne, SIU Wilmington Port Agent; Governor Brown; Frank Gill, Wilmington Patrolman for the SIU Pacific District Marine Cooks and Stewards and Seafarer Mike Ohannesian.

Leon Climenko, Labor Aide, Dies at 53; Was SIU Member

NEW YORK—Leon Climenko, Deputy Industrial Commissioner of the New York Labor Department and a member of the Seafarers International Union, died suddenly on May 29. He was 53 years old.

Brother Climenko was attending a civil rights seminar at Unity House of the International Ladies Garment Workers Union when he was stricken. He was in charge of the New York Office of the Labor Department and had been appointed deputy commissioner in April, 1965, after having served in the department since 1945.

Born in New York, Brother Climenko attended Fordham University for three years. He became an SIU member while sailing aboard SIU-contracted ships during World War II. He then served as an assistant to the late Matthew Woll, first vice-president of the American Federation of Labor.

While working in the AFL's League for Human Rights, Brother Climenko became actively in-

terested in refugee problems, an interest he maintained after he joined the Labor Department. Former Governor Thomas Dewey appointed him executive secretary of the New York State Committee on Displaced Persons.

His first job with the Labor Department was editor of the Industrial Bulletin. When he took over his latest position as deputy industrial commissioner, Brother Climenko was given wider administrative and planning responsibilities within the department. He was respected and admired for seeking to interpret the state's unemployment insurance laws liberally during strikes.

SIU representatives attended the funeral services which were conducted in New York on May 31.

Brother Climenko is survived by his wife, Sylvia; two daughters, Mrs. Laura Johnson and Miss Johanna Climenko; his mother, Mrs. Busky Climenko; a brother, Jesse, and a sister, Mrs. Lillian Lauet.



Leon Climenko

Latest Liberty Regulations For Viet Nam Area

Based on reports received from Saigon, the Maritime Administration has advised the SIU of the latest regulations governing liberty for merchant seamen aboard vessels in Viet Nam ports. SIU representatives have participated in a series of meetings with representatives of the Maritime Administration and other agencies in an effort to obtain the most liberal possible shore leave provisions consistent with the necessities of the military situation. The following is the most recent report on liberty in the Viet Nam area:

1. **Nha Trang** No restrictions; curfew from 2400 to 0500.
2. **Cam Ranh Bay** No liberty Cam Ranh peninsula complex.
3. **Bangoi (Cam Lan)** Open for liberty; use of ship's boats required.
4. **Vung Tau** Liberty permissible; use of ship's boats required; personnel permitted to land only between 0800 and 1730 in compliance with Area Commander's Security Regulations issued 9 April 1966; curfew from 2400 to 0400.
5. **Qui Nhon** Liberty permissible; not over 33 per cent of crew on shore at any one time.
6. **Danang** No liberty.

SIUNA Purser's Union Readies School For Pharmacist-Mate Instruction

NEW YORK—The SIUNA-affiliated Staff Officers Association of America has taken a major step toward providing upgrading training for its members with the proposed opening soon of a pharmacist mate training school. The SOA has obtained a facility in which to conduct the program at the Marine Hospital at Stapleton, Staten Island, N. Y., which makes the establishment of the school a virtual certainty, according to SOA Secretary-Treasurer Burt Lanpher.

Opening day of the reinstated purser-pharmacist mate program, which became extinct following World War II, will culminate more than two years of a vigorous campaign by SOA officers.

The school, which will offer new opportunity for job advancement, represents a victory for the union which had labored arduously through a maze of red tape and a labyrinth of inter-connecting Federal, state and local agencies.

Secretary - Treasurer Lanpher said the program will be conducted under the auspices of the U. S. Public Health Service under the immediate supervision of Dr. Thomas Shinnick and the New York State Board of Education under the direction of Dr. John Leslie. It will be a joint project with the Union, the New York

State Board of Education and the Federal Government sharing in development of the training program, he added.

Graduates of the purser-pharmacist school, which is expected to open sometime in September, will be certified by the United States Coast Guard. Instructors will be members of the staff of the Stapleton Hospital—both doctors and nurses.

Under present plans, the school term will be at least nine months; and in addition, purser-pharmacist mate graduates will have special training for shipboard conditions and will be qualified to handle radio pratique.

It is contemplated that some 20 to 30 purser students will attend the first term of school. They will not reside at the hospital but will receive a per diem allowance contributed by the SOA and the Department of Labor. The funds for the schools operation will come from the Federal Government, though the New York State Board of Education and the Public Health Service will provide the classroom facilities.

Questionnaires concerning application for study at the school have already been distributed among SOA members.

Emergency Conference Summoned To Save American Merchant Marine

WASHINGTON—A national emergency conference to chart a course for action to revitalize the American maritime industry will be held here on the thirtieth anniversary of the passage of the Merchant Marine Act of 1936.

More than 500 persons will attend the two-day conference on June 28-29 which has been called by the American Committee to Save Our Shipping, sponsored by the AFL-CIO Maritime Trades Department and the AFL-CIO Maritime Committee. The two AFL-CIO maritime units represent the great majority of the nation's shipboard and shoreside maritime workers.

The highlight of the conference will take place on June 29, when conference delegates will call personally on members of both houses of Congress to acquaint them with the dire condition of the American merchant marine and to impress them with the urgency of prompt action to halt its further decline and to restore it to its required position in the interests of the nation.

The co-chairman of the American Committee to Save Our Shipping are Russell Berg, president of the International Brotherhood of Boilermakers and Shipbuilders; Thomas Gleason, president of the International Longshoremen's Association; Joseph Curran, president of the National Maritime Union, and Paul Hall, president of the Seafarers International Union of North America.

In issuing the call for the emergency conference to save American shipping, the Committee said that its action was prompted by "the fact that the U.S. merchant marine is now physically and economically obsolete and carries less than nine percent of our foreign commerce."

50 Percent Carriage

Under the Merchant Marine Act of 1936, the committee said, the intent and goal was to realize the carriage of 50 percent of the nation's foreign commerce in American bottoms.

The committee charged that failure to achieve the intent of the 1936 Act results from the fact

that the "law has never been implemented."

The committee pointed out that the fate of the American merchant marine will be determined by the course of action which President Johnson will take with respect to two alternative programs for the future of the U.S. merchant marine that are presently on his desk. One, the Interagency Maritime Task Force Report would condemn U.S. flag shipping to death, the committee said, while the other, the President's Maritime Advisory Committee Report, calls for action to implement the Merchant Marine Act of 1936.

The conference will be addressed by representatives of labor, management and government. Policy for the campaign to save the American merchant marine which will be launched at the conference, will be drafted by the delegates.

(Seafarers will be advised of all details of the campaign and of the ways in which they can assist in achieving the conference goal for revitalizing American shipping at SIU halls in all ports and through the Seafarers Log.)

The conference climax on June 29, the 30th anniversary of the 1936 Merchant Marine Act, has special significance inasmuch as the Act had as its purpose a merchant fleet capable of adequately serving the nation's needs in peace and in war. However, instead of a strong fleet that was the objective of the Act, the U. S. merchant fleet has steadily deteriorated in the 30 intervening years.

The privately-owned American flag-fleet has decreased by some 25 percent since the passage of the Act, the volume of American foreign commerce carried by U.S. ships has declined by about two-thirds, coastwise and intercoastal shipping has virtually disappeared, tramp ships face extinction, independent tankers must struggle for survival, and the bulk cargo fleet is outrageously inadequate for the carriage of vital U. S. supplies.

Yet when the 1936 Merchant Marine Act was signed into law by Pres. Franklin D. Roosevelt it was designed to accomplish the following:

- 1) Maintain a fleet able to carry the nation's domestic trade as well as a substantial portion of our foreign trade and provide shipping services on trade routes deemed essential by the Government.
- 2) Keep a fleet which could serve as a military auxiliary.
- 3) Make certain that the mercantile fleet be owned and operated under United States registry and run by United States citizens.
- 4) Have a fleet consisting of the best equipped American-built ships afloat.

Responsibility for the decline of the American merchant marine rests with the administrative agencies which have failed or refused to carry out the intent of the maritime law over the years. It is the maladministration and the failure of these agencies to properly implement the 1936 Act's intent that the American Committee to Save our Shipping will campaign vigorously to correct.

AFL-CIO Marine Unions Move to Prevent Switch of U.S. Cargoes to Foreign Ships

NEW YORK—American seamen, shipyard workers and longshoremen served notice today that they would "use all legal means available to us to prevent the chartering of foreign-flag vessels and their carriage of American cargoes."

The notice was contained in a statement jointly issued by Russell K. Berg, president of the International Brotherhood of Boilermakers, which represents

shipyard workers; Joseph Curran, president of the National Maritime Union; Thomas W. Gleason, president of the International Longshoremen's Association, and Paul Hall, president of the Seafarers International Union of North America.

The Unions said they had learned that the Department of Commerce had agreed to allow subsidized American shipping companies to charter foreign-flag vessels to carry this nation's commercial cargoes while the American-flag vessels were diverted to military service in Vietnam.

They said that the condition of the American-flag fleet in the Vietnam emergency is due to past Government indifference and neglect and charged that the companies involved are now "displaying a readiness and a willingness to participate with the Government in this action which will serve only to compound the errors of the past."

"Rather than insisting upon firm and positive steps to correct these errors," the unions said, "these companies are seizing upon the expedient of chartering foreign flags. Thus they are not only displaying extreme short-sightedness with respect to their own future welfare, but providing a convenient escape hatch for the same Government officials whose indifference or lack of sound judgment has led us into the present critical situation."

The unions urged that as a temporary measure the Government immediately step up its program of reactivating American-flag vessels from the reserve fleets and that meanwhile it proceed immediately with the implementation of a long-range program to restore the American fleet to its proper strength, based upon the recommendations made last November by the President's Maritime Advisory Committee.

Del Monte's Crewmen Commended For Rescue of Yacht in Heavy Seas

MIAMI—The crew of the SIU-contracted freighter Del Monte (Delta Steamship) has been commended by the Coast Guard for the touch-and-go rescue of the foundering pleasure yacht Honey Bee II in stormy seas off the Bahamas.

The crew's performance in hunting down the small yacht in heavy seas was hailed as being in the "best tradition of the sea" by the commandant of the Seventh District Coast Guard Headquarters in Miami.

Towed to Safety

The commendation stressed the crew's willingness to tow the Honey Bee II to a position of

safety. The Del Monte was delayed for 12 hours in order to rescue the foundering yacht and its occupants.

The mercy mission took place May 20 in response to an emergency AMVER radio call. The Amver system, operated by the Coast Guard, is a maritime mutual assistance program that coordinates search and rescue operations in the Atlantic Ocean, Caribbean Sea, Gulf of Mexico and Pacific Ocean.

SEAFARERS LOG

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Seatrain Plans Expansion Program, Adding Eight New Vessels To Fleet

The SIU-contracted Seatrain Lines is moving ahead with a major expansion program that will add eight newer, larger and faster container ships to the company fleet.

The new Seatrain freighters are being converted at the Newport News Shipbuilding and Drydock Co., Newport News, Va., from former Mission-type tankers. The modern container ships will be two knots faster than the 14.5 knot ships now used by Seatrain.

Seatrain announced the expansion right after a \$1.85 million Defense Department contract was awarded to Seatrain for the use of three container ships in hauling military supplies. The company expects delivery of the three new ships within a few weeks.

The new ships moving into Seatrain berths are the Seatrain Puerto Rico, Carolina and Maryland. They will replace the slower Seatrain Texas, New Jersey and Savannah which are now being used on the Military Sea Transportation Service run to Puerto Rico.

Faster Vessels

Each converted Mission-type tanker is being made over at a \$2.5 million cost and features an expanded cargo carrying capacity. The specialized freighters will hold 177 containers measuring 40 by eight feet and 36 rail cars of 55-foot length. They are two knots faster than 14.5-knot vessels now serving the Puerto Rican run.

Seatrain said that along with the company's fleet expansion the

company would add new ports of call, construct new shore facilities and increase the capacity of its existing facilities.

It was noted by the company that the total cost of converting the ships comes to more than \$30 million. This includes the purchase price of new containers, construction of new facilities and

the enlargement of existing facilities.

The SIU-contracted Sea-Land Service Inc. was also awarded a Defense Department contract for the use of container ships for service to Viet Nam.

Sea-Land operates 19 ships and has on order six new, container vessels.

No Serious Injuries Reported As SIU Pacific Ships Collide

SEATTLE—There were no serious injuries reported to Seafarers in the recent collision of the SIU Pacific District-contracted vessels Washington Mail (American Mail) and Ohio (State Line), in a heavy fog off the coast of Korea.

Both vessels suffered extensive damage and are presently undergoing repairs in Japan. The 7,900-ton C-3 Ohio was struck near the No. 2 hold and was cut through as far as the starboard hatch combing. For some time she was in danger of sinking and her crew was taken aboard the Washington Mail, which suffered severe bow damage but remained seaworthy.

The collision occurred on the morning of April 25, about 100

miles off the southwest coast of Korea in rain and fog.

The collision was described by crewman Mike Grimison aboard the Ohio, who said he was awakened from sleep by a "big crash."

"The Washington Mail was sticking half way through the Ohio," he said. "Then in 10 or 15 minutes, our captain told them to back out. I thought we were cut clean in two. She went into the No. 2 hold and went clear through to the starboard side of the ship clear down."

Taking Water

After the ships came apart the Ohio began taking water badly. The sea rushed into the 30-foot hole in her side faster than her pumps could clear it out. It was at this point that her crew, with the exception of several officers, was taken off as a precautionary measure.

The Ohio was later taken in tow by a Japanese tug and beached near Pusan, Korea. It was taken in tow only after attempting the run to Pusan under its own power with the Washington Mail standing by. Eventually however, the Ohio went so far down in the bow that its propeller was out of the water.

Another Ohio crewmember, carpenter Frank Wawroski, commented "It's a wonder she stayed afloat. . . . The water came up awfully fast in No. 1 hold. She was sinking a foot an hour."

The only injury in the collision was reported by crewman W. E. Sumner, who was lookout in the Ohio's bow who was severely bruised when knocked from his feet by the force of the collision and thrown about the deck. The crash was described by all hands as a metal splintering, bone jarring impact that threw many crewmen to the decks of both vessels.

Damage to the Ohio was estimated at about half a million dollars. At latest report she was awaiting drydock facilities at Shimonoseki, Japan. Repairs will take about 60 days according to present estimates. Repairs to the Washington Mail, presently underway at Yokohama, are expected to take about 45 days.

The crews of both vessels were repatriated by air.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Louisiana Legislature opened its 1966 session recently and it looks like it will be a busy legislative year for labor in the Gulf area. Of the almost 550 bills already introduced into both houses of the State Legislature, the Louisiana AFL-CIO tabulation shows that labor has a vital interest in more than 44 percent of pending legislation.

In addition, it's beginning to look like a "right-to-work" proposal will be introduced by the Council of Associated General Contractors in an attempt to reenact a "right-to-work" law in the state. Labor was able to repeal this anti-labor proposal in 1956, but the anti-labor "right-to-work" people have never given up. If such a proposal really is brought up again, organized labor in this area will marshal all of its resources to prevent passage.

On a brighter note, the river town of Yazoo City, Mississippi recently saw the christening of its first vessel since the Confederacy. On May 11 the new towboat Little Helen, built at Greenville for the SIU-Inland Boatmen's union contracted Coyle Lines of New Orleans, was given its official sendoff there.

New Orleans

After laying up for 12 days for repairs, the Del Sud re-crewed recently and it was like old home week around the hall here for Delta regulars. Eddie Fuselier got off the Sud after a stay of about six months as passenger bedroom steward. He spent some time visiting relatives in the area. Clyde Lanier, chief steward, spent most of his layoff time around the hall. Others were Al Tocho, bartender; and Lloyd Schenk, electrician. Lloyd signed on again when she re-crewed as third electrician. Others signing on were Bobby Garn, deck maintenance; Mike Dunn, chief baker; John Adams, butcher; and Otto Timm, waiter.



Garn

and Otto Timm, waiter.

Mobile

When the Claiborne put in here for repairs after her recent collision with a Liberian tanker, several SIU oldtimers found themselves on the beach temporarily. Among them are C. D. Merrill who was sailing in the Claiborne's

deck department. Married, Merrill makes his home in Mobile. Until repairs are completed on the Claiborne, he intends to spend his time catching up on his hobby of fresh water fishing. Another Seafarer who had to get off the Claiborne is Carl B. Andrews who was aboard her as oiler. Andrews also wants to sign on again as soon as repairs are complete.

Several Seafarers whose last vessel was the Monticello Victory are taking it easy here. Among them are Clarence J. Nall, whose regular shipboard slot is steward. Nall intends to rest up for a short while at his home in Mobile before shipping again.



Nall

Jack Groen was last aboard the Monticello Victory as FWT. Groen has shipped out of the Gulf for over 20 years and makes his home in Mobile with his wife and children. He intends to get in a little vacation time before shipping out again. Another former Monticello Victory crewmember who wants to get some rest before looking for another berth is Raymond F. Devine, who sails as second cook. An SIU member of long standing, he also makes his home in Mobile.

Houston

Bill N. Thompson has been around the hall here looking for a trip to the Far East. Thompson, who last sailed aboard the Choc-taw Victory, wants a steward department slot. Another Seafarer who is raring to go is Kenneth Gahagan. After spending some leisure time exploring New Mexico, Gahagan is keeping his eye peeled for a deck job on a ship going to India. Another man with India on his mind is Eugene W. William who last sailed aboard the Azalea City as FWT. After riding coasters for a while, a long run sounds good to him and he says India would be just fine.

The Great Lakes

by

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

The 660 foot self-unloader, Adam E. Cornelius, operated by the Boland and Cornelius Steamship Company of Buffalo, ran aground on the northern tip of Russel's Island in the St. Clair River approximately 300 yards from the Algonac Service Center. The grounding occurred Sunday, May 22nd, in a heavy fog. Two SIU-IBU tugs were summoned from Detroit to move the vessel off the bottom, with no success. It was necessary for the Adam E. to discharge part of her cargo into another vessel using the unloading boom in order to lighten her enough to be freed from the bottom. No injuries or damage were reported.

All local union and local central labor bodies affiliated with the Michigan State AFL-CIO have been notified to designate their respective delegates for the purpose of attending a special meeting on June 1st, in Lansing, Michigan.

All delegates present will be polled in order to determine which candidates will receive COPE endorsements, for the offices of Governor and U. S. Senator. From all appearances, former Governor G. Mennen "Soapy" Williams is a "shoe-in" for United States Senator, having already received the support of many unions in this area. Detroit Mayor Jerome Cavanaugh is also seeking the Democratic nomination. The SIU will send delegates to this all important meeting.

Maritime Day, 1966

Ceremonies were held Monday, May 23rd, at Detroit's COBO

Hall honoring Maritime Day. The ceremonies were attended by Mr. Frank Alter, representing the U.S. Department of Commerce; Mr. Edward L. Baker, U.S. Postmaster; Fred Farnen, Secretary-Treasurer of the SIU's Great Lakes District. Detroit Mayor Jerome Cavanaugh issued a proclamation designating the week of May 23rd, as Maritime Week.

Wyandotte Chemical Settlement

After several meetings over the winter months with representatives of the Wyandotte Chemical Company, the SIU has won severance pay for all members of the SIU Great Lakes District who were employed by the company. The fact that Wyandotte Transportation Company did not actually go out of business, but rather got out of the shipping end of it, presented a strong legal point that enabled the union to make monetary demands in behalf of all Wyandotte men formerly employed by this company. In addition, although the Wyandotte vessels have been sold, the Wyandotte plants are still receiving materials at their dock facilities that are used in the manufacturing of various chemicals.

Unfair Labor Practice Charges Hike NLRB Case Load in 1965

The National Labor Relations Board report for the year 1965 showed that refusal to bargain charges leveled against employers were up 25 percent over the prior year and that illegal discharge and other forms of discrimination against employees continued to be the dominant charge against employers.

Unions won 4,680 elections in the 12-month period, or about 60 percent of the total, the board reported.

Thirty years ago the National Labor Relations Board, in its first year of existence, handled 31 employee elections. In the fiscal year 1965 the figure was 7,824—a measure of the increase in activity in the area of labor-management relations.

The NLRB made the comparison in its 30th annual report. Putting its statisticians to work, the agency found that over the 30-year period it had handled 200,000 unfair labor practice cases and had conducted for than 140,000 representation elections which permitted more than 19 million workers to decide whether they wanted to bargain collectively with their employer through a union.

The Pacific Coast

by Frank Drozak, West Coast Representative



An all California voter poll taken last week shows that Governor Edmund G. Brown is trailing both Republican candidates in voter preference at the present time.

The poll was conducted among a cross section of eligible voters of both parties throughout the State. The California primary is this week.

Representative Robert Duncan won the Oregon primary over Howard Morgan for the Democratic senate seat. Duncan will oppose Governor Mark Hatfield in the November general election.

San Francisco

Shipping is still going good in the Port of San Francisco. Plenty of jobs are available for FWT's, Oilers and Electricians.

Last period we paid off and signed on the following ships: **Wild Ranger** and **Topa Topa**. In transit are the: **Marymar**, **Steel Designer**, **Geneva** and **Port Mar**.

Ships due in for the next period for possible payoffs: **De Alba**, **Mt. Vernon Victory**, **Fairport**, **San Juan**, **Anniston Victory**, **Antinous**, **San Francisco**, **Vantage Press**, **Iberville**, **Desoto** and **Ocean Evelyn**.

On the beach for a short spell, and waiting to make his fourth trip to the Far East this year, is **Chester Lee Owen**, Fireman-Oiler.

James Stroud is just off the **Topa Topa** after a 2½ month Far East voyage. Brother **Stroud**, an AB, wants a slot on the first ship headed for the Western Pacific.

George Zintz Jr., a 14-year member of the SIU, fresh off the **Topa Topa**, will check in for a physical exam before returning to sea. Brother **Zintz**, an AB, is known for his "bottle writing escapades." After 14 attempts at enclosing messages in bottles at sea, he finally found a pen pal in the person of Sergeant **John White**, British Army, who's located in the British protectorate of Sharjah Trucial Oman in the Persian Gulf.

Seattle

Shipping slacked off a little since the last report, but is now going good again for all ratings, and indications are that it will continue.

The following ships paid off: **Anchorage**, **Seattle**, **Hattiesburg Victory**, **Brigham Victory** and **Minot Victory**. Signed on were the: **Anchorage**, **Seattle** and **Hattiesburg Victory**.

In transit are the **Inger**, **Portmar**, **Losmar**, **Pennmar**, **Seattle** and **Anchorage**. Ships due to pay

FOREIGN PAYOFF? LEAVE CLEAN SHIP

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

off in the near future are the: **Kyska Thetus** and **Choctaw**.

Billie Harris's ship was the **Alcoa Voyage** on which he sailed as bosun. He piled off in San Francisco after a trip to Vietnam, and is now ready to go the first group 1 job that hits the board. **Billie** has been with the SIU 18 years.



Pendergraf

James Pendergraf has been on the beach for a while but now is ready to ship. **Jim** has been an SIU member for 21 years and thinks the vacation plan and sickness and accident benefits are two of the finest things that any Maritime union has ever achieved. **Steve Dontes** just arrived from the East Coast to take a Vietnam run and is now waiting for a BR slot.

Wilmington

Shipping in the Wilmington area remains active and brisk. And there are plenty of jobs for key rated men in all departments. The **Halaula Victory** paid off after a three-month trip to the Far East.

Constanino Antoniou, deck delegate abroad the **Hercules Victory**, dropped by the office to pick up some logs. **Fred Blunkberg**, deck maintenance on the **Roswell Victory**, also came by while his ship was in for bunkers to pick up a delegate's kit. **Fred** is headed for Vietnam.

Aid To Maritime Urged

House Bill Would Spur New Ship Construction

WASHINGTON—A bill designed to aid the development of a modern American-flag merchant fleet by encouraging replacement and modernization of obsolete vessels has been introduced into the House by Representative **John W. Byrnes** (R-Wis.).

The bill would allow ship-owners to deposit amounts from earnings in a tax-free construction reserve fund and would provide for a depreciation allowance of 15 percent, provided the money saved through increased depreciation is placed in the construction reserve fund.

In addition, the bill would change the present requirement that construction or reconstruction must begin within two years of the time deposits in the fund are made.

In introducing his proposed legislation, **Byrnes** commented on the serious deterioration which has taken place in the U.S.-flag fleet.

Problem Remains

"Over 100 years ago," he reminded his fellow Congressmen, "a select committee of the House of Representatives lamented the decline of America's status as a maritime nation and emphasized the need for the development of

Lakes SIU Sets Vote for August; Nominations for Officers Open July 1

DETROIT—Procedures are now underway for the biennial election of officers of the Great Lakes SIU under the terms of the Union's constitution. The procedures require the completion of nomination by July 15 so that actual voting can be held during the month of August.

In accordance with the Secretary-Treasurer's pre-balloting report, six Great Lakes posts are to be filled by a secret ballot vote of the Lakes SIU membership, as a result of action taken on the secretary-treasurer's pre-balloting report at meetings held in Great Lakes District ports on June 6. The report recommends the number and locations of ports and the number of Assistant Secretary-Treasurers and Agents to be elected.

A notice spelling out the offices to be voted on and the eligibility requirements for nominees was sent to all Great Lakes members. It provides for a July 1-15 nomination period during which nominations can be made by mail, in person or at the regular port meetings of the Lakes SIU during the first half of July.

Posts to be filled during the election are those of Secretary-Treasurer and Assistant Secretary-Treasurer and for Port Agents in Duluth, Chicago, Frankfort and Buffalo.

Two Ballots

Two ballots will be used in the election. The first one will be for all offices except the post of Frankfort Port Agent, as provided in the constitution. This first ballot will be used by all Lakes SIU members, except carferry-men. The carferry-men will use the second ballot, which will carry the names of nominees for Frankfort Port Agent, as well as for Secretary-Treasurer and Assistant Secretary-Treasurer.

As in 1964, since the Secretary-Treasurer of the Lakes SIU is stationed in Detroit, no position of Port Agent for Detroit is included on the Lakes SIU ballot.

A credentials committee of three rank-and-file members will check the qualifications and eligibility of all nominees and see to the preparation of the ballots.

The actual voting will take place throughout the month of August at Lakes SIU halls in Alpena, Buffalo, Chicago, Cleveland,

Detroit, Duluth and Frankfort between the hours of 9 A.M.-5 P.M., Mondays through Saturdays. In addition, the constitution establishes a specific procedure for shipboard balloting during the voting period in August.

Accordingly, all members are urged to carry their membership books with them at all times during the month of August and to inform themselves on the constitutional procedures covering balloting.

The Atlantic Coast



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

The SIU is happy to welcome the employees of H. Klaff and Company in Baltimore to the union after they voted for the SIU United Industrial Workers Union as their bargaining agent in a NLRB election against the Teamster Local 311. Negotiations with the scrap metal firm for a contract, are being held now.

New York

Shipping is exceptionally good in New York for all ratings and from all indications will remain that way. In the hall to say hello was **Dutch Palmer**. **Dutch** is ship's delegate on the **Steel Recorder** which paid off clean and in good shape. **Palmer** was assisted by the other delegates, namely **Joe Duffy**, **S. Wala** and **Alli Nasroen** in bringing the ship back with few beefs. This ship had quite a few old timers on it.

Baltimore

Shipping has been good during the past two weeks with plenty of jobs on the board and prospects for the coming two weeks look very good. At present, the **Santore**, **Alamar** and **Seamar** are laid up. The **Seamar** is due to crew up June 4 and the **Santore**, June 6. No report yet on the **Alamar**. During the last period, there were three payoffs, three sign-ons and six ships in transit.

James Long, a 25-year SIU veteran who last sailed as Bosun on the **Seamar** is waiting for the vessel to come out of layup, and would like to sign on her again. **Jose Martinez**, AB on the **Seamar**, hopes to sail with the **Santore** when it makes a grain run to Turkey. **Bill Simmons** would like the same trip, sailing as a deck engineer. His last job was on the **Beth-tex**.

Boston

Shipping has been on the slow bell this period but the outlook for the next period is good with the summer boats starting on June 15.

Remigius McDonald, a 20-year union man, is happy to spend time with his family after two trips to the Far East. His last vessel was the **Robin Trent**. **George Swift** is back in good health after a spell in drydock. He's OK now and ready to ship out again.

George Hubner, another SIU oldtimer, is fit for duty after six months in drydock. He said he will grab the first job put on the board. His last ship was the **Spitfire** where he sailed as an AB.

Philadelphia

Riley Carey who sails in the deck department, visited the hall after spending a few weeks in Boston. **Carey** will take the first AB's job that comes along. **Frank McGarry**, is ready, willing and able to take the first deck job that hits the boards after spending a few weeks on the beach here. **Frank** visited his brother who is stationed at the Philadelphia Navy Yard. **Fred Clopton**, an oldtimer with the union is registered and will visit old friends before shipping out. His last ship was the **Columbia**. **Ywaswant Somani** is now fit for duty and should be ready for a pumpman's job soon.

We have five payoffs, five sign-ons and 11 ships in transit for this period.

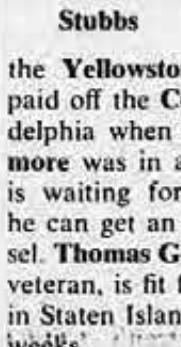
Puerto Rico

The Supreme Court of Puerto Rico has decided that labor contracts between industry and workers remain in effect even though the workers change their union before the contract expires. **Pepe Garcia** is shipping as an AB on the **Ponce** after sprucing up his home. **Juan Sanchez** is taking it easy for a while after a long voyage on the **Alcoa Explorer**. **Teddy Ruiz** is looking for a Seatrain ship.

Norfolk

Henri Robin a 16-year SIU veteran is registered and waiting for a stewards job. His last ship was the **Potomac** as Chief cook. **Thomas Stubbs**, a 12-year union veteran, is on the beach looking after some personal business after sailing as an oiler on the **Yellowstone**. **Elbert Winslow** paid off the **Commander** in Philadelphia when he heard the **Baltimore** was in a shipyard here and is waiting for it to crew up so he can get an AB job on the vessel. **Thomas Gower**, a 14-year SIU veteran, is fit for duty after a stay in Staten Island Hospital for three weeks.

Stubbs



Seafarer On Pension



Seafarer Frank Meggie (right) picked up his first regular \$150 monthly SIU pension check at New York headquarters recently from Union rep Leon Hall. The new pensioner, a native of Panama who now makes his home in New York with his wife Florence, has been a Union member for over twenty years. His last ship was the Mankato Victory, on which he sailed as chief steward on a trip to Vietnam and Ankara, Turkey.

THE INQUIRING SEAFARER

QUESTION: Of all the ports that you have visited which one do you consider the most expensive for a Seafarer and why?

Juan Leon: I would say that Naples, Italy, is the most expensive port I've ever visited. In fact, I would say that it just costs too much money to go there, because it seems that they have raised their prices just for seamen. Take, for example a few of the thing that I myself have bought over there: dolls for my children and bedspreads to take home. I found out later that they were priced higher than they would have cost in other ports.

Edward Yaniga: Strange as it may seem, I find New York to be the most expensive port a seaman can visit. This is probably because of the high taxes on such items as cigarettes. Then, too, going out for a meal is very costly. If a man wants to go to a restaurant for supper, he ends up paying through the nose. Also, the price of a decent room in a hotel is very expensive. The least a man can pay for this is five dollars.

Bill Norman: Of course, the cost of going ashore anywhere depends on whether a man plans to spend a lot of money. One fellow can go ashore and spend a couple of bucks, while another might blow a hundred. But as far as ports of call go, I'd call Saigon the most expensive. There's a lot of American money floating around over there due to the war, and I guess that automatically runs the prices up.

Willie Lindsay: I would pick Barcelona, Spain, as the most expensive port I've ever visited; although it might be due to the fact that I like the place better than most. I'm a fellow that likes to pick up a souvenir or two when I'm in Spain, and I find the prices very high. When I arrive back in the States, I usually have with me such Spanish souvenirs as perfume and wood-carving; and when I get back to the States with those items, I find my pocketbook quite a bit lighter.

Pete Cortes: I would say that Japan is the most expensive place for a seaman to go ashore. Although I'd be the first to admit that the place is clean in the American way, anything you buy over there really costs a lot. You take for example food, drinks and lodging. The quality and service is excellent, but the high prices go right with it. It's completely different in South America where a man can get along on practically nothing, providing he knows what he's doing. A lot of things, such as clothing and watches, are real cheap in places like Brazil.

Arie Lange: Although it didn't used to be that way, I find the various German ports very expensive. I haven't spent any great length of time over there, for the simple reason that a Seafarer's got to get back to the ship; but the few times I've been on the beach there have cost a good bit of money. I imagine the reason is that the country is getting more modern and so prices are bound to go up.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

May 21 to June 3, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	1	4	2	0	20	0
New York	45	17	34	16	9	175	61
Philadelphia	9	1	7	3	0	54	16
Baltimore	20	13	15	6	5	109	33
Norfolk	8	5	4	3	0	18	19
Jacksonville	10	4	5	3	3	19	7
Tampa	9	3	5	1	1	19	8
Mobile	13	9	17	5	0	83	22
New Orleans	40	13	39	17	3	134	68
Houston	52	20	40	26	16	147	63
Wilmington	16	8	4	7	7	21	1
San Francisco	22	8	27	11	22	58	0
Seattle	38	22	23	19	12	35	3
Totals	287	124	224	119	78	892	301

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	4	1	3	1	7	2
New York	51	20	30	12	13	154	48
Philadelphia	5	5	4	7	4	30	25
Baltimore	23	10	13	9	2	87	63
Norfolk	4	2	4	2	1	21	20
Jacksonville	2	7	5	5	3	4	8
Tampa	7	3	3	1	2	7	7
Mobile	13	8	18	8	1	46	21
New Orleans	27	21	34	27	3	86	68
Houston	32	26	24	21	7	94	78
Wilmington	7	6	9	3	3	16	6
San Francisco	19	22	20	16	18	40	0
Seattle	38	19	37	20	11	24	5
Totals	229	153	202	134	69	616	351

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	0	0	1	0	5	3
New York	25	5	22	7	7	122	34
Philadelphia	2	4	5	3	0	21	3
Baltimore	19	8	13	10	0	63	44
Norfolk	3	7	0	2	0	8	19
Jacksonville	4	0	3	3	6	6	3
Tampa	14	1	0	0	2	16	3
Mobile	15	4	9	7	0	64	15
New Orleans	33	21	51	25	0	124	80
Houston	21	15	20	16	7	71	24
Wilmington	0	6	4	4	5	9	3
San Francisco	24	5	21	11	20	54	0
Seattle	30	21	37	21	14	29	6
Totals	190	97	185	110	61	592	237

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

By Sidney Margolius

The Federal Trade Commission's rules for tire advertising and labeling went into effect in May. Hopefully, they may help you look for values in the early summer tire sales without being fooled by the tricks often used in the tire business.

It will pay you to shop the tire sales carefully. Tires will cost more later this year. Most manufacturers have announced increases.

Tire advertising and selling for many years has been a jungle of frequent deceptive pricing and misrepresentations of performance and quality. The FTC reports that despite the Tire Advertising Guides it issued in 1958 and subsequent orders to "cease and desist" from various deceptions, questions of safety, price misrepresentation and guarantees still arise.

The Better Business Bureaus also have been trying bravely to stem the near-deceptions and outright misrepresentations, sometimes to their own loss. One large tire manufacturer even discontinued its membership in the St. Louis BBB because of the bureau's criticism of advertising by the company's local tire distributor.

The FTC itself says it is convinced by its experiences that there is a need for mandatory minimum safety standards and tire grading. The FTC believes that existing voluntary safety standards, even as recently revised, are inadequate to assure the public of safe tires.

Presently you have no way of knowing how good a "deluxe," "super deluxe," "imperial," "premium," "first" or "second line" tire really is. A manufacturer's "deluxe" tire may really be his second grade. In fact, in recent ads one of the largest national chains advertised "Premium" tires for as little as \$13-\$19. They can call that tire "Premium" under present laws. But the price makes that designation seem dubious. Real premium tires usually cost twice or more those prices.

Now Congress is about to enact legislation which will require the Secretary of Commerce to set minimum safety standards, and also, tire grades. When

that system goes into effect, which may be two or three years from now, you'll be able to buy with the assurance that a tire sold as first line or premium, "Grade 1" or whatever designations are adopted, does meet at least the minimum quality for that grade.

Tire manufacturers are not fighting the expected minimum safety standards as much as the proposed official grade standards. They are aghast at the prospect that they may have to follow mandatory grades when no other industry is required to.

One of the major current controversies is over the two-ply tires advertised as "four-ply rating." Many new cars now come equipped with these two-ply tires. The manufacturers contend that they have stronger cords and also tend to run cooler. But many auto owners have insisted on buying real four-ply, not just "four-ply rating," for replacement tires. One reason may be the frequent complaints of car buyers that tires on their new cars have not lasted as long as expected. In fact one of the largest chains now has discontinued selling two-ply tires altogether.

Until tire advertising finally is cleaned up, we suggest watching out for these tricks when shopping for your new tires this summer:

The Odd Size Priced Low: One device is to advertise a less-frequently bought size at a very low price. For example, a big chain currently is advertising 6.50x13 tires at \$12.99 in big bold type. But in smaller type the prices of the more widely bought 14- and 15-inch tires range from \$17.99 to \$24.99. Actually there is only \$1 or \$2 difference between the prices of the 13-inch tires and the larger sizes.

Perpetual Sales: Some sellers have perpetual "sales." Their "sale" prices have been found really to be their regular prices. Comparison-shopping is your only safeguard against fake tire sales.

Second Tire at Half Price: Don't take this for granted. Sometimes the combined prices of the two tires may be much the same as for two tires bought individually from other retailers.

AFL-CIO Backs Senate Anti-Pollution Bill

The Muskie Anti-Water Pollution Bill has gained the support of the AFL-CIO as an "honest response to a crying need" for water conservation.

The bill, introduced by Senator Edmund S. Muskie (D., Me.) contrasted with other proposals in that it "makes more money available to communities for cleaning up their waters," AFL-CIO Legislative Rep. James F. Doherty stated on the AFL-CIO radio program, Labor News Conference.

Doherty told reporters in an interview that "There is plenty of water in this country." The real need, he noted, is for effective controls and intelligent use of existing supplies. Although "great progress" has been made in research and planning under existing anti-pollution legislation, Doherty doubted that "a single mile of America's rivers has been cleaned as a result of any legislation that is now on the books."

Doherty cited money as the major roadblock in pollution control, pointing out that many state and local governments feel they have reached the maximum tax level. He rejected the concept of "affluent charges," contained in the Administration's anti-pollution measure, under which fees or fines would be levied against industries that discharge pollutants into lakes, rivers and other waste sources.

He argued that the wealthier industries could afford to pay the fine and go right on polluting. It would be "a license to pollute," Doherty stated.

* * *

The AFL-CIO is urging Congress to pass a law making manufacturers responsible for putting their goods in standard containers of clearly defined weights and measures.

Labels such as "super-size quart" and "giant economy size" which confuse and cheat the American shopper would be wiped off the market if the bill is passed.

Two strong attacks hit the legislation in the Senate just before it came to a vote last week.

Senator Norris Cotton, (R.-N.H.) moved to water the bill down to a simple clarity-in-label law while Senate Majority Leader Everett Dirksen, Ill. said that if Senator Cotton's motion was defeated he would move to refer the bill to the Senate Judiciary Committee.

In asking that the Senate vote against Senator Dirksen's motion, AFL-CIO Legislative Director Andrew J. Biemiller said that "Such a move can be interpreted as only a hostile effort to kill this much needed legislation by interminable delay."

LABOR ROUND-UP

An agreement to restore a form of seniority to the union-management contract after a lapse of 18 years, was voted on by members of the Seattle, Washington, Machinists at 38 Boeing company locations. The vote replaces the controversial performance analysis system with a manpower control system.



Frank C. Barnes, Jr., treasurer of the Pulp, Sulphite & Paper Mill Workers, from 1944 until his retirement in 1960, died at his home in Apache Junction, Ariz., after a long illness at the age of 71. He joined the union in Longview, Wash., in 1933 and was an international representative. He also served on the union's Research and Education Department. Surviving are his widow and two children.



John T. Haletsky, 48, of Philadelphia, was elected tenth vice president of the Retail Clerks, RCIA President James A. Suffridge reported. Haletsky had been organizing director of the eastern division, which includes 13 states and three Canadian provinces.

The AFL-CIO Cement Lime & Gypsum Workers beat back a raid attempt by the unaffiliated Mine

Workers District 50 to win bargaining rights at the Certain Teed Products Co. plant in Riverside, Calif. The vote was 57-1 in the election supervised by the National Labor Relations Board. Fourteen workers voted for no union.



Harold Alpert, president of the Electrical Radio & Machine Workers Local 244, Milford, Conn., has been named winner of the 1966 Labor Education Internship sponsored by Local 189 of the American Federation of Teachers. The award entitles President Alpert to eight weeks of labor education training financed by an \$800 scholarship.



Lawrence Rogin, AFL-CIO Education Director has advised union members that they and their children will be able to take advantage of the new Cold War GI Bill now available to servicemen who were on active duty for at least six months and were discharged after Jan. 31, 1955. The bill went into effect June 1, 1966. Benefits for fulltime students range from \$100 a month for a single veteran with no dependents to \$150 for those with two or more. Counseling service, Mr. Rogin said, will be available from Veterans Administration offices.

"S. O. S."



The Distress Signal

No one with even a casual knowledge of the condition of the American merchant marine will deny that it is in distress. It is a condition that U.S. shipping has suffered from for so long that it is a national disgrace, particularly so since it is within the power of the United States to correct it. And in the national interest to do so.

Unfortunately, those in our governmental structure who are responsible for the maintenance of a strong merchant fleet show little or no inclination to fulfill their responsibility.

It is 30 years since the passage of the Merchant Marine Act of 1936, which was enacted to assure that this country would be served by a fleet adequate for its needs in peace and war. But the implementation of the Act has continually been obstructed by bureaucrats over the years to the point where we are in a crisis.

Off-Year Elections Are Important

Because the upcoming 1966 congressional elections won't get the fanfare and publicity reserved for presidential election years, American trade union members must keep in mind that the off-year elections are of great importance nevertheless.

It is traditional that the majority party loses Congressional seats in off-year elections. If this holds true this year, it would mean the loss of many liberal, pro-labor legislators who have already proved their devotion to progress in the legislation introduced and acted upon during the last session of Congress.

Many of these liberal congressmen will be facing tough reelection battles this year. In addition to the off-year-election jinx, many right-wing extremist groups have declared war against these progressive legislators and have amassed large war chests to use to bring about their defeat. The right-wing seeks to

replace them with legislators of strong right-wing, anti-labor leanings.

The S. O. S. which is being sent out by the American Committee to Save Our Shipping in the form of a call to the emergency national conference to be held in Washington on June 28-29 is therefore timely and important. The sponsors of the Committee, the AFL-CIO shipboard and shoreside maritime unions, the SIU among them, are firmly united in their resolve to bring to a halt the decline of U.S. shipping and to get it on its way to the position it was intended to hold. The June 28-29 conference will mark the launching of such a campaign.

Each and every SIU man can play a part in this necessary fight. Among other places, the Congress will be an important area, and it is in bringing the message to their elected representatives that Seafarers can do much good. And the Union will inform them of how they can help.

replace them with legislators of strong right-wing, anti-labor leanings.

In spite of the many accomplishments of the last session of Congress with regard to long overdue and much needed liberal legislation, there is still much to be done. The fight to repeal Taft-Hartley Section 14B will continue, as will the fight for higher minimum wage standards and the important situs picketing bill.

To carry the fight for this important legislation through to victory, the votes of liberal congressmen will be of the utmost importance. It is therefore vital for every trade union member to get out and vote in the 1966 congressional elections to keep the liberal, progressive legislators in Washington—and to elect even more—so that the nation and all its people can continue on the road to progress instead of being led down a detour toward reaction.

THIS IS ONE WATCH!!!

When the Coast Guard takes arbitrary and unilateral action to drastically cut a vessel's manning scale, without even advising or consulting the union in any manner, some questions naturally arise as to why. As a result of the agency's issuance of a temporary manning certificate for the MV Diamond Alkali which would have slashed the engine room personnel, unbeknown to the union, the SIU is preparing documentation for submission to the Congress on the role of the Coast Guard in respect to its responsibility for the safety of a crew and their vessel, and in regard to its direct interference with collective bargaining. In its submission, the SIU will ask the Congress to ascertain the motivation of the Coast Guard in such action as that taken on the Diamond Alkali.

ON May 14 the SIU and other maritime unions met with the United States Coast Guard in Washington to register their collective opposition to any arbitrary reduction of manning scales on Great Lakes ships. The unions vigorously insisted upon adequate manning requirements to insure maximum shipboard safety. The union meeting with the Coast Guard stemmed from attempts by the Coast Guard to unilaterally make drastic reductions in the engine room manning scale.

The SIU's protest was based on an arbitrary attempt by the Coast Guard to reduce the engine room manning scale on the SS Diamond Alkali, a retro-fitted ship, for which the Coast Guard—without advising or consulting with the union in any manner—had issued a temporary manning certificate calling for one O.M.E.D. (Qualified Member of the Engine Department) to serve in place of the three oilers on watch and the two wipers on day work.

In presenting its position, the SIU submitted a detailed, documented study of the duties of the engine room personnel involved and the demands placed upon them in the interests of the ship's safety. The SIU's position included a pictorial summary accompanied by a detailed description of the oiler's many duties while on watch.

The M/V Diamond Alkali was built in 1917 and was a coalburning vessel until repowered in 1964. In that year she was re-outfitted with a Nordberg diesel engine of 4,300 h.p. The Diamond Alkali has two boilers of 105 pound steam pressure, both of which are operated by an automatic burner control system.

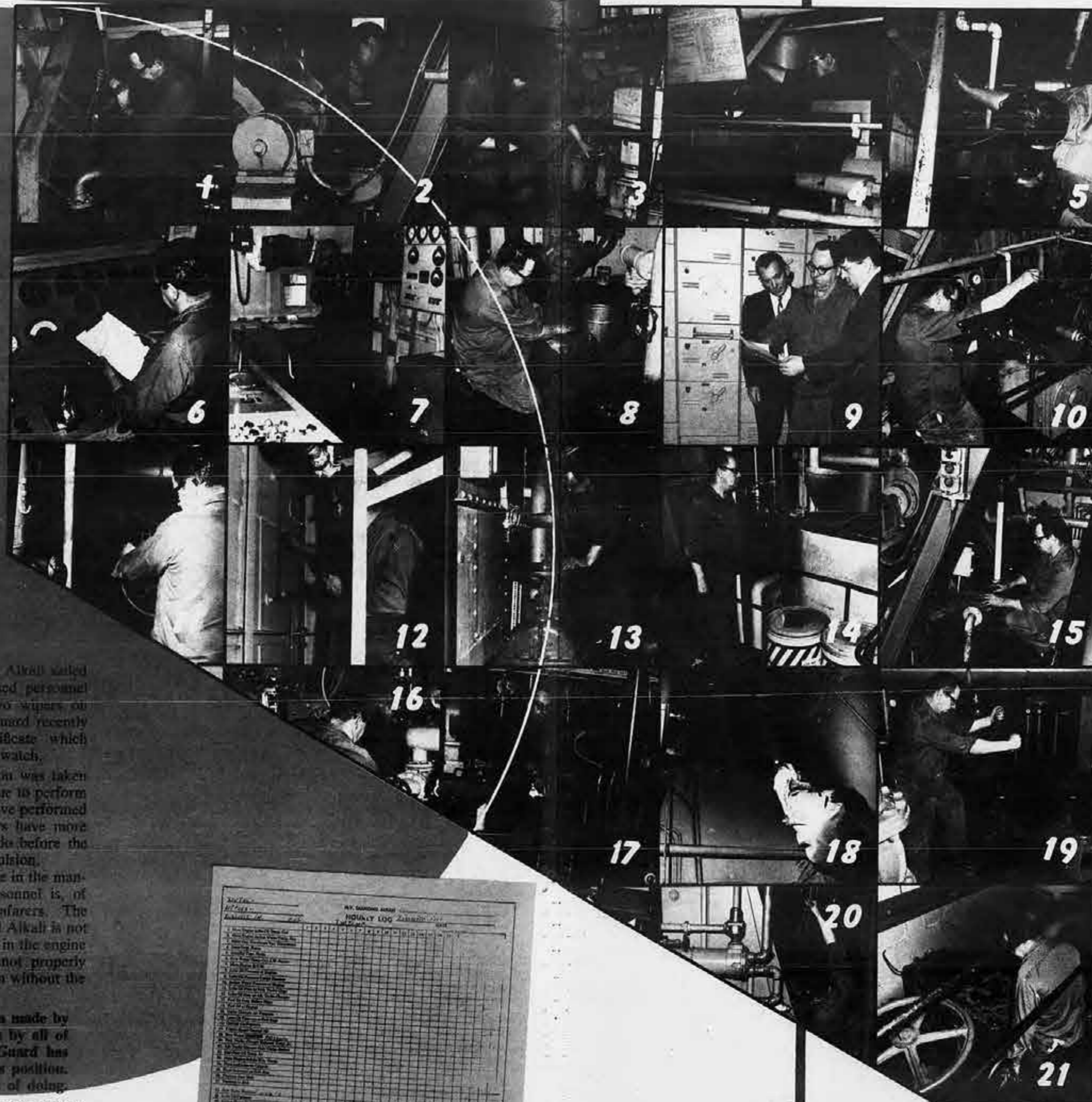
Since the retrofitting the Diamond Alkali sailed with a complement of five unlicensed personnel (three watchstanding oilers and two wipers on day work). However, the Coast Guard recently issued a temporary manning certificate which would have eliminated the others on watch.

The Coast Guard's arbitrary action was taken despite the fact that the oilers continue to perform the same duties and functions they have performed since retrofitting. In fact, the oilers have more work to do now than they had to do before the ship was changed over to diesel propulsion.

Such a drastic and sweeping change in the manning schedule for engine room personnel is, of course, a matter of concern to all Seafarers. The safe navigation of the M/V Diamond Alkali is not possible with only one man on watch in the engine room. Moreover, the engineer cannot properly perform all the duties required of him without the existing unlicensed personnel.

As a result of the strong position made by the SIU and the joint stand taken by all of the maritime unions, the Coast Guard has announced that it would review its position. This, it is presently in the process of doing.

The photographs and the description of the oiler's duties appearing on these pages were taken from the SIU's presentation to the Coast Guard. The SIU document was set forth in considerably greater detail and the reproductions here represent only some of the duties performed by the oiler on watch. The SIU presentation rebuts the Coast Guard's unwarranted and flimsy attempt to arbitrarily reduce manning requirements.



The Diamond Alkali's hourly Log indicates the oiler has many necessary functions.

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
1. Greasing C.P. pump pulleys																						
2. Greasing bilge pump																						
3. Checking O.D. sump tank oil level																						
4. Greasing steering engine																						
5. Oiling linkage Kemewa																						
6. Filling out routine hourly Log																						
7. Engineer's station - Engine Room																						
8. Changing main engine duplex oil strainer																						
9. Checking hourly Log																						
10. Checking sump pump oil level																						
11. Opening main discharge valve on ballast pump																						
12. Checking water level in after-peak																						
13. Adding mud removed before filling ballast tanks																						
14. Mixing Zemmite mud remover																						
15. Changing bilge strainers																						
16. Opening suction on deck wash and fire pump																						
17. Starting auxiliary ballast pump																						
18. Checking water level in expansion jacket water tank																						
19. Opening main ballast pump in manifold																						
20. Checking reduction gears sump level																						
21. Changing strainer on main suction pumps																						

Some of the Duties Required of the Diamond Alkali's Oiler on Watch Which Coast Guard Apparently Chooses to Ignore—Question Is Why?

CARRYING out the duties of an oiler aboard the Great Lakes vessel MV Diamond Alkali is a busy job. A man is kept going from one end of his watch to the other. So when the SIU learned that the Coast Guard had arbitrarily made drastic reductions in the

engine room manning scale that would have eliminated the oilers on watch, it was easy to present evidence of the Coast Guard's unjustified action.

The SIU representatives on the Great Lakes simply set about detailing in words and pictures some of the multitude of duties performed by the oiler on the watch on Diamond Alkali. The result was a picture story that exposed the Coast Guard's arbitrary and unwise action.

At a meeting in Washington with the Coast Guard and maritime unions, the SIU submitted a detailed and documented presentation explaining the duties of the oiler on watch, along with the photos of the oiler carrying out his functions. The duties described in these columns and pictured in the correspondingly numbered photos below are but some of the duties in which the oiler on watch is involved. It would seem the Coast Guard could have made such a study before it attempted the unwarranted manning cut. Anyway, after the SIU presented its position, the Coast Guard said it would review its action.

1. Greasing C.P. pump pulleys. Checked every 20 minutes. Greased manually to prevent burnout and possible fire danger.

2. Greasing bilge pump. Checked every 20 minutes. Greased manually as needed.

3. Checking O.D. sump tank oil level. Checked every 20 minutes. Oil added manually. Tank contains lubricant pumped to main engine governor.

4. Greasing steering engine. Twelve fittings greased manually and linkage oiled each watch. Cleanup of oil spillage or leaks very important for safety.

5. Oiling linkage Kemewa. Oil checked every hour and added as needed. Contains many moving parts in addition to linkage. Controls propeller pitching.

6. Filling out routine hourly Log. Oiler required to fill in information every hour for use of engineer on watch. Pressures, temperatures, etc., collected during oiler's regular rounds from meters and gauges all over engine room.

7. Engineer's station - Engine Room. Nordberg diesel engineer checks-out Nordberg equipment. Nordberg engineers are on call and often aboard ship.

8. Changing main engine duplex oil strainer. Done each watch. Removal, cleaning and replacement takes 15 minutes. Done more often when main engine filters are changed. Clogged strainer could lead to increased pressure and damage to main engine.

9. Checking hourly Log. Oiler must record 56 oil and temperature readings hourly.

10. Checking sump pump oil level. Level checked manually every 20 minutes with dip stick. Oiler must add oil by hand as needed. This oil lubricates C.P. pump which controls propeller pitching.

11. Opening main discharge valve on ballast pump. Time-consuming chore for

oiler each time ship discharges cargo. Operated manually to keep vessel straight while discharging cargo.

12. Checking water level in after-peak. Done manually each time ship leaves port, sometimes several times in 24-hour period. Oiler must go to lower engine room to start pumps.

13. Adding mud removed before filling ballast tanks. Empty ballast tanks must be injected with mud remover before filling to prevent sludge and mud buildup which could make ship run with dangerous list.

14. Mixing Zemmite mud remover. Must be done manually by oiler each time ballast tanks are filled to assure safe control of ship when underway.

15. Changing bilge strainers. Done manually at least once each watch. Gear is located in lower engine room.

16. Opening suction on deck wash and fire pump. Performed whenever ship is washed down and during fire and boat drill. May be done several times in 24-hour period, at any time of day or night. Very necessary for safe operation of ship. This complicated job involves isolating direct line from fire pump, opening manual valves to steam de-icer and steam regulator on deck, maintaining even temperature and manning sanitary pump.

17. Starting auxiliary ballast pump. Must be operated by oiler each time ship loads cargo and ballast must be pumped out. Manual operation of valves from lower engine room may be required for 3 or 4 hours at a time to maintain ship's stability and safety. During this time oiler must also perform all his regular duties and maintain hourly Log.

18. Checking water level in expansion jacket water tank. Checked every 20 minutes and topped off manually at end of each watch. Breakdown would cause overheating of main engine.

19. Opening main ballast pump in manifold. Performed whenever vessel is ballasting. Forty different valves must be operated manually. Necessary to maintain ship's trim and assure safe navigation of vessel.

20. Checking reduction gears sump level. Oil checked every 20 minutes and added manually as needed. Must be checked visually because there is no gauge in console room. Reduction gears transmit power from main engine shaft to propeller shaft.

21. Changing strainer on main suction pumps. Pumps provide raw water for cooling entire plant, which must be strained before entering system. Strainer is changed at least once each watch. But when sailing in dirty rivers or harbors, close to bottom or in ice, five men, including two engineers and all three oilers may be kept busy keeping strainers clear of sludge, fresh ice, pulp and other foreign matter. Clogged strainers could cause shutdown of entire plant—especially dangerous when ship is moving up river.

The Diamond Alkali's hourly Log indicates the oiler has many necessary functions.

SIUNA Affiliate in Cooperative Effort

West Coast Oil Unions Map Program For Joint Action in Standard of Cal

San Francisco—Four unions, including the SIUNA affiliated International Union of Petroleum Workers, have agreed to an unprecedented joint action program within the huge Standard Oil Co. of California, with cooperation to include mutual organizing efforts.

The agreement also covers coordination of collective bargaining for the more than 15,000 employees in the four unions' jurisdiction. The affected employees are a majority of non-supervisory workers in every phase of the company's operations throughout the West, from extracting crude oil to selling the finished product to the motorist.

The four unions are the Oil, Chemical and Atomic Workers; the International Union of Petroleum Workers, an affiliate of the SIU; the Western States Service Station Employees, and the Petroleum Workers. The last two are unaffiliated.

The trailblazing agreement was signed after a daylong conference here. It follows last year's successful three-month boycott against the company.

A conference spokesman, Joseph Appelbaum, OCAW organizing coordinator, declared:

"Standard Oil of California is one of the five largest and one of the wealthiest oil firms in the nation. It has long been able to play employee groups off against each other, frustrating legitimate collective bargaining aims.

This agreement is a major step in ending fragmentation of union efforts and should result in substantial improvements" for all.

Union Goals

The conference invited unions not present to join in the agreement, which provides for:

- Coordination of collective bargaining efforts.

- Mutual organizing programs under which the unions will cooperate in completing organization of company workers.

- Joint meetings of officers and stewards of different unions joint training efforts.

The conference set up a four-man subcommittee which is to meet July 7 at OCAW Local 1561 headquarters in San Pablo, Calif., to work out implementation of the program. Subcommittee members are OCAW Intl. Rep.

Joe Misbrenner of Richmond; Carl Anderson of Seattle, representing WSSSEU; Joseph A. Hughes of Walnut Creek, representing PWU, and Dave Kiel of Richmond, IUPW executive board member.

Data before the San Francisco meeting indicating that Standard of Cal can afford to meet reasonable union economic proposals included the company's \$391,200,000 net profit in 1965, up 13.3 percent from 1964, a return which union economists set at 11.9 percent of net company worth.

Foreign Cruise Ship Barred From U.S. Trade as Unsafe

Washington—The SIU and other maritime unions who have been pressing the Congress to force fire-trap foreign cruise liners to obey the same safety laws American-flag ships sail under, are seeing the results of their campaigns pay off.

Rep. Paul G. Rogers (D-Fla.), a member of the House Merchant Marine and Fisheries Committee, noted last week that the 350-passenger Italian liner Franca C. has sailed back to Italy empty because the Coast Guard refused to allow the ship to sail from Florida on a Caribbean cruise.

In a switch due to publicity and union demands the Coast Guard ruled that the liner possessed fire

hazards. The Coast Guard had previously allowed the ill-fated Yarmouth Castle and the Viking Princess to sail on voyages that resulted in tragedy at sea.

Representative Rogers noted that the "Coast Guard suspects that many foreign-flag cruise ship operators in South Florida and elsewhere in the United States will take the hint and begin upgrading any potential firetraps."

The Congressman is also pushing legislation to make foreign-flag liners declare in their advertising that their "safety standards do not match those imposed on United States passenger vessels."

Last December the AFL-CIO Maritime Trades Department Convention declared as a matter of policy the need to protect passengers and crews from unsafe foreign ships. The MTD also urged that vessels in these trades be required to comply with United States safety standards.

The AFL-CIO has even sailed out into international waters in order to keep up the fight for safer passenger liners.

AFL-CIO Urges Senate to Defeat Truth-in-Packaging Bill Amendments

The AFL-CIO urged the Senate to defeat crippling and delaying amendments to the truth-in-packaging bill, which it termed the "minimum legislative protection due to the public."

The Senate opened debate on the key consumer bill, but put off votes on the major amendments until the week of June 6.

AFL-CIO Legislative Dir. Andrew J. Biemiller noted, in a letter to all senators, that the legislation had been somewhat watered down in the Senate Commerce Committee.

"Frankly, we would prefer a stronger bill," Biemiller said, "but we are satisfied that the compromise legislation proposed will make a significant contribution to the interest of the consumer."

Two strong attacks were being launched at the bill as the Senate debate got under way.

Sen. Norris Cotton (R-N.H.) was pressing for an amendment which would strike from the bill all references to packaging—making it, in the senator's words, merely a "clarity in labeling" bill.

And Senate Republican Leader Everett McKinley Dirksen (Ill.) served notice that if the Cotton amendment were beaten, he would move to refer the entire bill to the Senate Judiciary Committee, despite its approval by the Commerce Committee.

Asking senators to vote against this motion, Biemiller said:

"In view of the lengthy period

in which packaging and labeling practices have been under study in Congress and the extensive compromises incorporated in the present bill, such a move can be interpreted only as a hostile effort to kill this much-needed legislation by interminable delay."

The bill, long-sponsored by Sen. Philip A. Hart (D-Mich.), sets standards for labeling which include conspicuous display of weight and contents, unclouded with adjectives such as "giant half-quart."

It authorizes the Food & Drug Administration and the Federal Trade Commission to establish standard weights and measures where there is presently such a confusing variety of sizes that a consumer is hard put to make a meaningful comparison. However manufacturers would be given a full opportunity to adopt voluntary standards before the government acts.

Six Republican members of the Commerce Committee attacked the packaging section of the bill as interfering with the "free choice" of consumers and a step towards "1984" government domination. They claimed the public will "rebel in disgust" if the number of sizes of potato chip packages is reduced.

MONEY DUE

Robin Line is holding unclaimed money due for the Seafarers listed below. Men whose names appear on the list can obtain their money by getting in touch with the Accounting Services Department, Robin Line—Moore-McCormack, 2 Broadway, New York, N. Y. 10004; phone (212) 363-6600.

NAME	SOCIAL SECURITY NO.	AMOUNT
Abearn, Arthur J.	020 24 1558	.54
Bilksvaier, Roald	218 36 0706	121.65
Burgos, Angel	064 12 3822	24.06
Burnett, D. Jr.	013 22 8627	1.30
Chittenden, Donald	009 30 7561	121.65
Connell, Charles	025 18 1914	140.90
Dinass, George	004 10 5371	120.10
Fuschillo, D. J.	047 03 4798	35.34
Gordy, Henry S. Jr.	212 14 4739	25.76
Hughes, Thomas P.	084 36 9020	18.43
Ingram, Robert	209 12 4441	199.18
Kreig, Stanley	475 32 8898	3.75
Lowe, Edward B.	261 07 0043	93.75
Metsnit, John J.	065 07 9524	4.81
Nunn, Nason	365 12 1542	121.65
Quinn, Richard A.	119 28 4596	189.75
Salerno, I. T.	117 05 0794	18.43
Scheuing, Lewis	139 05 8579	121.65
Schneider, Paul L.	116 34 5769	20.63
Schopfer, Kuno G. G.	077 26 4608	22.27
Smith, James H.	101 24 4223	22.83
Taylor, Franz C.	530 01 8730	232.49
Valladares, Claude	006 24 3951	2.93
Ward, Francis	159 12 5666	4.40
White, William D.	103 26 7925	23.13
White, Vernon G.	312 01 0931	93.75
Yablonsky, T. E.	221 03 8428	22.36

U.S. Seeks to Halt Russian Threat To Deplete New England Fish Run

BOSTON—A determined effort to stop Russia's destructive fishing off New England and other coastal waters of the U.S. will be made at the meeting of the International Fisheries Commission at Madrid, Spain this month. SIUNA fish unions in New England are supporting the move.

John B. Skerry, chief resources manager of the Northeast Region, U.S. Bureau of Commercial Fisheries, at Gloucester, said he believed that one approach by the United States will be a discussion of the possibility of establishing fishing quotas for various nations in off-shore international waters.

Such quotas, he said, may be the way to protect the American multi-million dollar fishing industry in the years to come.

While there are many problems in quota systems, such as how big a catch should be assigned to

each nation, and whether on a monthly, quarterly or annual basis, the United States and Canada have already cooperated successfully in a halibut quota arrangement, he noted.

Time schedules would be important with a quota system since one nation might appear early, for example, "to cream" the cyclical appearance of various species of fish during the year.

There is optimism in some quarters that the United States, which has strong backing of several other members of the Commission, might be able to prevail upon Russia at least to modify her intensive operations off the New England coast.

"The plain truth," said one U.S. expert, "is that if the big, scientific Russian fishing fleets keep at it for another four or five years we'll be in trouble. The rate of depletion can't keep up forever."

"The supply of many species will be exhausted from a commercial standpoint. Even, our own vessels have to work harder all the time to catch less. And some popular species of fish are showing signs of becoming less numerous."

It was reported that Russia is still going forward in building the world's largest scientific fishing fleet, constructing trawlers not only in her own shipyards but on order also from Japan, East and West Germany, Denmark, Poland, Sweden and Finland.

U.S. officials say the new equipment won't do Russia much good if the catching of fish becomes uneconomic. "It would be like a farmer pouring salt on his land," commented one U.S. official.

Striking for Union Security



Officers of AFL-CIO American Newspaper Guild join picketline at Bureau of National Affairs. Guild struck because of BNA anti-labor practices, including refusal to grant union security. At left is American Newspaper Guild Exec. Vice-Pres. William Farson, Picket chairman Matt Amberg and American Newspaper Guild Pres. Arthur Rosenstock.

SIU Lifeboat Class No. 152 Graduates



Successful graduates of SIU Lifeboat Class No. 152 have their class photo taken following graduating ceremonies. The latest group of lifeboat ticket holders to complete course at the Harry Lundeberg School of Seamanship in New York includes (seated, l-r): Pedro Velez, Nelson Saez and Kary Thomas. Standing (l-r) are: Mike Ryan, Henry Reed, Christobal Morales and class instructor Arni Bjornsson.

Seafarer Recounts Rollicking Times With Late Playwright Brendan Behan

A new book, "Confessions of an Irish Rebel," by Brendan Behan, holds special significance to Seafarer Pete Arthurs, a friend of the hard drinking, colorful author-playwright who died in 1964.

Pete was one of the guests at a recent party tendered by Bernard Geis, publishers, in honor of the book, which was released after Behan's death. The luncheon, as wild as a Behan party should be, was held in Downey's at a corner table the author used to occupy. The guests, all friends of the Irish playwright, were recalling Behan tales and Pete was no exception.

Among the guests were, The Reverend Thomas A. Fox, Ural Wilson, a member of Katherine Dunham's dancing troupe, George Kleinsinger, musician, Bernie Hoffman, writer and Jeanne Garfinkle, owner of the Oasis bar near the Hotel Chelsea, a favorite Behan hangout.

Pete's association with the author began in Hollywood, Calif., under "unusual circumstances," the seafarer related. It was in May and Pete was swimming in the Hollywood YMCA pool when Behan, who was on the diving board, dove on top of him. Behan repeated this a few times to the chagrin of Seafarer Arthurs who decided he would tell this fellow off.

Although the seafarer knew of Behan and that the author was in town for his play, "The Hostage," he did not recognize the writer. Pete always pictured him as tall and fat while in reality, he was a short man, about 5'5.

Pete caught up with Behan and began to admonish him. Recognizing the seafarer's Irish accent, the writer replied "You meet bastards like you everyday." The writer decided to invite his fellow Irishman for a drink and the two became good friends. Pete wound up playing the part of a junior warden in the film version of Behan's "The Quare Fellow," filmed in Ireland.

It was Pete who introduced Behan to Arthur Miller at the Chelsea Hotel, where Pete frequently stays in New York. He also brought Behan to the SIU hall for a look at the union's facilities.

The Seafarer remembers one incident in particular while he was filming "The Quare Fellow." Pete was staying at the author's home while Mrs. Behan was ill. Behan came home after a drinking bout and pounded on the door. "He never heard of opening a door, even when he had a key," Pete recalls.

Fell Forward

"When I opened the door, he fell forward over my shoulder and I carried him up the steps to his room," Pete said. However, Behan, who was quite drunk, toppled over and fell down the steps.

"I thought he had fractured his skull," Pete said, but as soon as he sobered up, he asked me to join him for another drink. I told him he was in no condition, Pete re-

One incident in a restaurant which Pete remembers with fondness, occurred at a well-known Chinese restaurant on 48th St. "We had a big meal and Brendan



Pete Arthurs, second from right, is shown at a Los Angeles party with Brendan Behan, third from left, a few years ago. From left to right are Beatrice Behan, the author's wife; Michael O'Herlihy, a movie executive; Behan, Laurie Shields, Arthur Shields, Irish actor; Pete Arthurs, and Kenneth Vils, Los Angeles resident.

members, but the writer was in no mood to be admonished. "You young fellows," he said, "I'll eat cabbages on your grave."

The house Behan lived in was located on Angelsea Road across the street from the famous Dublin Horse Show. While Pete lived there he had a bit part in the film, "Of Human Bondage," with Kim Novak and Laurence Harvey, a movie he would just as soon forget.

When Behan was working on his autobiography in New York's Chelsea Hotel, Pete would help him tape his material for about three hours a day. Behan stayed at the hotel from April to June of 1963 at the seaman's suggestion.

Pete remembers Behan as a sentimental man. Once, at a place called the "Five Spot" in Greenwich Village, they ran into a man with a bulldog and the animal tried to bite the author, who promptly told him off. "I asked Brendan how he could do a thing like that," Pete said. When the writer was stymied, Pete told him that the man had been lame.

Felt Remorse

Behan was remorseful and spent hours looking for the man to apologize. "I also remember his appetite," Pete said. "He would go into a restaurant and eat a huge meal, then we'd leave, walk a few minutes and pass another restaurant. Brendan would look inside and suggest we get something to eat. When I told him we just had

a meal, he'd say what meal?—and he'd want to start eating again." "You gave the waiter \$20. When the change arrived, Behan complained he was shortchanged. The waiter called the host and Brendan stated he had given the waiter a 10 pound Irish note worth \$28."

"I told him the fellow probably never even heard of an Irish note, but that didn't faze him." To make it worse, Pete said, Brendan started talking Gaelic which he and I would frequently do when we wanted to leave some place without offending anyone."

Ordered To Leave

"There's a Spanish Restaurant near the Chelsea called "El Cohoyte," Pete recollected. "It's a famous place and they once ordered Brendan to leave. When they found out who he was, they changed their minds and offered him a free meal. Brendan invited me and we ate \$40 worth of lobster. Irishmen love to fight on a full stomach and we got into an argument. The host stopped me just as I was going to dump some lobster on Brendan."

Pete Arthurs recounted the Behan story while waiting to ship out of New York. He recalled that he came to America in 1959, on St. Patrick's day. His career includes the 63-pound boxing championship of Ireland when he was 12 years old, a milkman at 13, a circus roustabout, stowaway, butcher boy, plumber's helper, ferry hand, sparring partner, dredgeman and seaman.

PERSONALS

Leroy Donald

Please get in touch with John Dorman at 135 South 19th St., Philadelphia, Pa., as soon as you can.

Halk J. Alexanderian

Please contact your brother, S. A. Alexanderian at 165-14 65th Ave., Flushing 65, N. Y., as soon as you can.

Audly Foster

Please contact your wife at 911 Clinton St., Apt. 11, Hoboken, N. J., as soon as possible.

W. Alderman, A-95

Please contact your Mother at 2186 N. W. Glison, Portland, Oregon, 97210. Also, send her your forwarding address, as she is holding your 1965 W-2 forms until she hears from you.

Harry Lowry

Please contact James McDonald regarding his gear which you have, at 1515 Wisconsin Ave., Racine, Wisconsin.

Patrick Scanlon

It is very important that you contact Al Bernstein at the Union Hall, 675 Fourth Ave., as soon as you can.

Ron Carroway

Please contact your wife, You Wha Ja Carroway, c/o Cha Sung Joon, No. 2, 3Ka, Jung Ang Dong, Inchon, Korea, as soon as you possibly can.

Friend of Larry

Ray, my address is 2330 1st Ave., C/O Catholic Seaman's Club, Seattle, Washington.

Anthony Williams

Please contact your wife immediately, as one of your nephews is seriously ill.

J. P. Morris

Please call your brother collect at his number in Houston, Texas. He is holding some important mail for you and would like to talk with you on some business matters.

Joseph Wagner

Please contact your wife at her address in Montevideo, Uruguay.

Jose M. Gomez

Please contact your wife at 19 Windwardside, Saba, Netherlands, Antilles.

Watch Lost

Would anyone who found a Tissot watch with a stopwatch hand in the Brooklyn Union Hall, please contact John Gearie, at 445 Wilkens Avenue, Norfolk, Virginia.



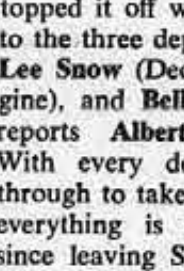
From the Ships at Sea

Albert Pfisterer, who ships in the steward department, hopes any future trips he makes on the **Hercules Victory** will be more relaxing than the last voyage he made on the **Wall Street Traders** vessel. According to the 20-year veteran, two of the ship's three boilers broke down between San Francisco and Panama. For days the **Hercules Victory** was forced to plod along at five or six knots an hour instead of the usual 16 the vessel is capable of doing. Finally, the ship made it to Brooklyn where her cargo of lumber was unloaded and she was dispatched to a shipyard in Hoboken for the necessary repairs. The **Hercules Victory** soon made it back to sea again for a trip to the Far East.



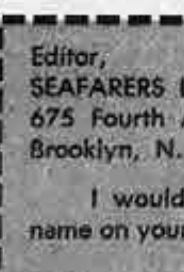
Pfisterer

There's often a vote of thanks for a job well done but the crew aboard the **Del Monte (Delta)** have outdone themselves. First there was the vote of thanks to the steward department and the ship's delegate and then they topped it off with votes of praise to the three department delegates, **Lee Snow (Deck)**, **H. Menz (Engine)**, and **Bell James (Steward)**, reports **Alberto G. Espenada**. With every department coming through to take care of problems, everything is running smoothly since leaving Santos, Brazil. The ship is in shape after some repairs. "No beefs and the repair work has been taken care of," says **Frank Sullivan**.



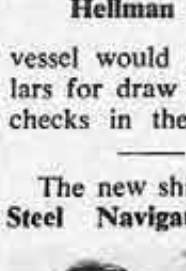
Sullivan

The crew of the **Steel Recorder (Isthmian)** will be reclining in new aluminum chairs soon. Meeting chairman **Bill Horne** reports a motion was made and accepted by the crew to purchase the chairs out of the ship's fund. Seafarer Horne's suggestion that a TV set be placed on every ship, foreign or coast-hugger, met with unanimous approval. Meeting secretary **Angel Seda** reports that there are no beefs and everything is running smoothly on the vessel.



Horne

A motion was made by the crew of the **Transhatteras (Hudson Waterways)** that efforts be made to have air conditioning installed on ships scheduled for conversion. **Karl Hellman**, meeting chairman sends word that Seafarers aboard the vessel would like American dollars for draw instead of travelers checks in the port of Bombay.



Hellman

The new ship's delegate on the **Steel Navigator (Isthmian)** is **Michael Armando**. It was suggested at the ships meeting that repair lists be handed in before the ship arrives at the last port. Meeting chairman **L. W. Paradeau** reports there are no beefs. The crew will visit Beirut, Bombay, Madras and Calcutta before their payoff in New Orleans.



Armando

The best crew of seafarers in many years was the way Captain **E. E. Butler** described the crew of the **Penn Transporter (Penn Shipping)** and he has hopes of sailing with them again. **Philip Payne**, ship's delegate, reports that the crew felt just as strongly toward the captain. Meeting chairman **A. G. Alexander** said the steward department did a fine job.



Alexander

The **Robin Goodfellow** reports that **George Stanley** has been elected ships delegate. Stanley reported that the captain was very cooperative regarding union matters and he would take up the matter of painting the crew's fo'castles with him at the earliest opportunity. Ship's treasurer **Aussie Shrimpton** reports that the ships fund was used to purchase a television that was set up in the Messhall.



Stanley

Pre-Union Days Of Tanker Shipping Recalled By Seafarer Deck Veteran

"It was rough back in those days to get anybody to man a ship," said SIU pensioner **Raymond J. Reddick**, "because the conditions were so bad. The food was lousy, and there were bedbugs galore—as natural a phenomena as the wind blowing now and then."

Seafarer **Reddick**, a real old-timer in the SIU deck department, first shipped out in 1925. It happened that he was walking down the street in the shipping district of Tampa, Florida, and ran across a fellow by the name of **Captain Thames**, who was sitting on a bench across from the local poolroom.



Reddick

"Who are you," the man asked **Reddick**. "Nobody," **Reddick** said. "Ever been to sea?" he asked. "No," **Reddick** replied. "Where are your clothes?" **Captain Thames** asked.

"On my back," said **Reddick**. "Then let's go on down to the ship," the **Captain** said, "we need another ordinary seaman."

And that is the story of how Seafarer **Reddick** first went to sea. It turned out that this "Captain Thames" was employed by the ship company to find men to man the tankers, and he was paid by the head—one seaman, two dollars; two seamen, four dollars, and so on.

"Shanghai-man"

"I also found out," said **Reddick**, "that **Thames** was the "Shanghai-man" for the company, and that he wasn't really a captain at all. It turned out that the feed was so bad on that tanker that the last crew had stayed abroad only long enough to sample one meal, and then they had left. When I'd seen that so-called "captain" cast his eye in my direction, I should have known something was up, but I didn't have a job, so I went ahead."

According to **Reddick**, the other crew that left the ship after a single meal had good judgment. The staple food aboard the vessel was grits and spoiled liver, although eggs were served for breakfast twice a week. These eggs, however, were served in a heap on a tin platter. The eggs were cooked in this platter, black on the bottom and rare on the top. The seamen, when they were hungry enough to stomach the dish, simply reached in and helped themselves to a pile of the food.

Quite A Trip

"That was quite a trip even for the year 1925," said Seafarer **Reddick**. "The ship was named the **Norman Bridge**, and on it were the damndest assortment of people you've ever seen. We were on the Tampa-Cuba-Tampico run. One educated kid had taken the job just for a lark. I was on watch on the bow and noticed that the vessel was zig-zagging. I went up top-side and relieved him, and he told me later, 'To tell you the truth, **Raymond**, I almost died at that wheel. I never worked harder before in my life. That blasted magnetic compass was rolling all around, and my feet were so tired I thought I was going to collapse any minute.'

Seafarer **Reddick**, living on a salary of \$48 a month, spent the Christmas of 1925 in Tampico,

Mexico, along with the rest of the crew of the **Norman Bridge**. The ship had unloaded her cargo of crude oil, and he was unlucky enough to get the gangplank watch for the holidays.

"There was a Dutch seaman aboard the ship," said **Reddick**, "who had gone out with a companion to celebrate the Christmas season, and they came back really loaded. The friend, who was a small fellow, was attempting to carry the big Dutchman. They pair of them got safely through the midship area, but someone had left the cover off the fuel tank. The Dutchman grabbed for the railing, missed and fell into the empty tank.

Gantline Used

"We had quite a time getting him out," **Reddick** went on to say. "One of the crew went down in a bosun chair, and we finally raised him up with a gantline. When we got him topside, a Mexican doctor was called in. The doctor poked around a few times and concluded

that the man was a hospital case: he had broken a leg, his knee and hip and two ribs."

When **Brother Reddick** started out as a seaman, there was no such thing as overtime. To the seaman an eight-hour day was unheard of and he had to stand watch at night, without any compensation for his extra time.

"There was no such thing as a shower aboard ship either," he said. "When you wanted to wash, you just lathered down with soap and rinsed yourself off with a bucket of water. The mattresses were stuffed with excelsior and wood shavings. That was because the bedbugs liked cotton so much. But," he went on to say, "I really don't know who suffered the most, the bedbugs with nothing to eat, or me sleeping on those lumpy mattresses."

"Somehow, though," **Reddick** concluded, "I survived those times of bad wages and poor conditions, and now the union has changed all that. For the better, it goes without saying."

SIU ARRIVALS

Theresa Burton, born December 3, 1965, to the **Herman Burtons**, Gastonville, Pa.

Michelle Denise Goodwin, born December 17, 1965 to the **John C. Goodwins**, Balti., Md.

Bernard Rodrigues, born April 14, 1966, to the **L. B. Rodrigues**, Constanca, Ponce, P.R.

David Watkins, born March 5, 1966, to the **John Watkins**, Lindenwood, N.J.

Brian Herbert, born May 9, 1966, to the **Paul Herberts**, New Orleans, Ia.

Cynthia Cole, born May 8, 1966, to the **Robert Coles**, Mobile, Ala.

George Henry Herbison, born April 4, 1966, to the **George Herbisons**, Guttenberg, N. J.

Virginia Diltz, born April 4, 1966, to the **Cecil Diltz**, New Orleans, La.

Johnny Foley, born May 7, 1966, to the **Harold Foleys**, Port Arthur, Texas.

Yadrai Passapera, born May 5, 1966, to the **J. Passaperas**, Bronx 19, N. Y.

Tyrone Slack, born April 27, 1966, to the **George J. Slacks**, Berkeley, Calif.

Owen Patrick Thompson, born February 8, 1966, to the **I. W. Thompsons**, Lafayette, La.

Connie Denice Thompson, born December 16, 1965, to the **Carl Thompsons**, Mobile, Ala.

Edward Fike, born May 6, 1966, to the **Edward Fikes**, Parma, Ohio.

Ronald Fondren, born April 10, 1966, to the **Ronald J. Fondrens**, Dallas, Tex.

Jennifer Creef, born March 2, 1966, to the **Delbert Creefs**, Norfolk, Va.

Kenneth James Medford, born May 8, 1966, to the **Harvey Medfords**, Lynwood, Wash.

Larry Barnes, born April 21, 1966, to the **Larry Barnes**, Paducah, Ky.

Arthur Leo Harrington, born May 6, 1966, to the **Arthur C. Harringtons**, Charlestown, Mass.

Robert Puhl, born May 5, 1966, to the **John Puhls**, Ecorse, Michigan.

David Sears, born April 7, 1966, to the **Dick Sears**, Houston, Texas.

Lanette Whisman, born May 18, 1966, to the **John Lauren Whismans**, Long Beach, Calif.

Linda Ong, born May 8, 1966, to the **Ching S. Ongs**, San Francisco, Calif.

Karen Schultz, born April 19, 1966, to the **Burckhard V. Schultzs**, New York, New York.

Chris Ann Marrero, born May 18, 1966, to the **Angel Marreros**, Philadelphia, Pa.

Tina Trevisano, born May 14, 1966, to the **Dominick Trevisanos**, Brooklyn, N. Y.

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

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Raps U.S. Position On Merchant Fleet

To the Editor:

I see where another National Maritime Day has come and gone. As usual, our legislators spoke glowingly of the American Merchant Marine and what a great contribution it makes.

The fact is, their do-nothing attitude toward the Merchant Marine has let a once strong industry lag behind other nations to a point where some people believe it is heading for extinction. Much smaller nations like Sweden and Japan are ahead of us, while the Soviet Union is expanding its cargo fleet. Only the United States seems to feel a Merchant Marine is no longer necessary.

Not only does the U. S. do nothing for the industry, to make matters worse, they give business to foreign flag vessels, many of whom do not even meet the safety standards set for American ships. Fortunately, the Maritime unions recognize the problem and are doing something about it although they are getting little encouragement from our Washington representatives. Perhaps, if they keep plugging away, the public will understand the gravity of the situation and demand that Washington do something about it.

Bill Stacey.

Cites Importance Of COPE Action

To the Editor:

I read in the last issue of the LOG that the Maritime unions were instrumental in the government's decision to retain USPHS Hospitals that would have otherwise been forced out of existence. It seems to prove to me that the SIU and our COPE dollars are at work in Washington and on other political fronts.

Someone once said that "in unity there is strength," and the retention of our USPHS Hospitals is an excellent example of this type of action at work. Aside from the advantages of USPHS services to Seafarers, it would seem awfully strange to discontinue any kind of medical care in the United States when there is such a shortage of hospital beds throughout the nation.

I, for one, am a witness to the decent care we Seafarers have received in those hospitals, and I personally know that my fellow members of the SIU owe their lives to the USPHS Hospitals.

Again my thanks to the union for their successful stand in Washington and their demonstration that the COPE dollars contributed by Seafarers are not going to waste.

Reginald P. Davis.

SIU Member Thanks Crew for Kindness

To the Editor:

On behalf of my mother and myself I would like to voice our thanks and appreciation to the crew of "Our Lady of Peace" for their condolences and contribution upon learning of the death of my father. I would just like to add that we have a damn good bunch of fellows aboard ship and their aid in our time of need is greatly appreciated.

Valdemars Redins.

Right-Wing Groups Menace to U. S.

To the Editor:

I saw an article in the last issue of the LOG about the attempts of the National Right-to-Work committee to extend their organization to 30 states by the end of the year. The story also said that one newly-organized group is in the state of Missouri where I live.

I am very familiar with the methods used by right-wing organizations as this state is full of such organizations and you can turn on your radio and catch one of the shows that they sponsor at about any time of the night or day.

These organizations are anti-everything. I have never heard them say what they are for—the only thing they seem intent on doing are destroying institutions such as the labor movement which are the backbone of our free society.

I have found that these organizations are far from harmless. They represent a threat not only to the labor movement but to institutions whose function it is to better the lot of the U.S. citizen.

Ralph Halston.

Skindiver Lost At Sea Owes Life To Sharp-Eared Seafarer Lookout

A young Florida skindiver marooned 15 hours in choppy seas off Jacksonville Beach, Florida, is alive today thanks to the fast action of an alert crewman aboard the SIU-manned Azalea City.

Stephen Obsharsky, who had drifted for 11 hours after getting lost on a skin-diving excursion, owes his life to the sharp ears of Seafarer Polo Vazquez, who was lookout on the Azalea City at the time.

Brother Vazquez's role in saving Obsharsky's life might have all but gone unnoticed except for a letter sent to the Log by his shipmate A. C. Carpenter.



Vasquez

Carpenter said that the "Coast Guard and radio broadcasts didn't mention us at all," but added that he knew Brother Vazquez would "get just credit in the Log."

Obsharsky's life and death struggle against the sea started as a pleasant Sunday afternoon of fishing and skin diving some 16 miles off Jacksonville Beach.

His trouble began after he speared a plump 20-pound grouper. He spotted a 12-foot white shark about 20 feet from him that was contemplating the grouper as hungrily as he was. White sharks are considered man-eaters and reach maximum lengths of about 30 feet.

"This one was still a baby. I didn't bother him but he kept

following me, eyeing the fish I speared," Obsharsky said.

"I went ahead and let him have it," he said, "but it mustn't have been big enough because he kept looking at my feet."

At that point Obsharsky decided he had enough of cat and mouse with the shark. He surfaced quickly and started to wave as hard as he could to his companions who were 20 yards away in a boat. The shark, attracted by all the noise and splashing, began to come even closer.

Shark's Nose Sensitive

In a panic Obsharsky pulled off his six-pound weighted belt and using it as a weapon dropped it on the man-eater, hitting him on the nose. A shark's nose is its most sensitive area and the belt did the trick. The shark was frightened away.

In outwitting the shark Obsharsky had maneuvered himself far away from his companions and the safety of their boat. He had a long swim ahead.

"There was a bad current pushing the other way. I just couldn't make good time," he said. In order to be able to make time and swim the distance he decided to drop his heavy skin diving equipment. He kept his suit, mask, fins

snorkle and knife and swan to an 18-inch square styrofoam buoy.

Once at the buoy he prepared to swim a final 25 yards to reach the safety of the boat. But his friends had moved around him searching in the other direction. Giving up hope they returned to shore and asked for help.

Civilian, Coast Guard, Navy and Florida Air National Guard pressed the search. No sight of the stranded Obsharsky was reported.

"Around midnight I heard a freighter close by and hollered. They tried to throw a light on me but missed. I yelled again and they hit me with a light."

The light went on again for Obsharsky because of Seafarer Vazquez who was lookout on the Azalea City at that time. He called the bridge and they spotted the swimmer.

Since the Azalea City was sailing too fast to pick up the swimmer they radioed the Coast Guard.

"That freighter put the Coast Guard right on me. They came and got me," Obsharsky said.

The Azalea City had radioed the Coast Guard cutter Point Roberts and Obsharsky was picked up at 1:30 a.m. Monday, a few hours after Vazquez spotted him.

LETTERS To The Editor

Seafarers Enjoy LOG in Foreign Port

To the Editor:

I wish to express thanks on behalf of the seamen who have come to this port of New Kandla, India, and who enjoy the copies of the Seafarers Log which you mail to me.

The men were surprised and happy to see the Seafarers Log in this port.

Several members of your union who visited our shop here recently wish to include their signature on this letter to show how much they appreciate your providing me with a copy of the Seafarers Log for them to read in this lonely place. They are from the SS Platte and their names are Willie L. Mitchell, Oliver P. Oakley and Charles Demovielle.

R. A. Menta.

Curios International

Creel Reports He's Feeling Better

To the Editor:

I am just dropping a line to let all my friends know that I am now in the McComb, Miss., hospital after having been under the weather for awhile and I would really appreciate hearing from some of my buddies who have shipped out with me over the years.

If some of my friends saw me now they probably would not recognize me as I have taken off a little weight. But I am feeling a lot better now and I am looking forward to the day when I can check out of here and be able to enjoy the beautiful scenery down here again.

James P. (Sloppy) Creel.

FINAL DEPARTURES

John Garber, Jr., 37: Brother Garber drowned near Pier 4, Pratt St., Baltimore, Md., April 18. He was born in Ohio in 1928 and had been living in Baltimore. He joined the union in Norfolk as a member of the Deck department.



A veteran of the Army, Brother Garber served in Korea. He is survived by his wife, Evelyn, of Baltimore, where the burial was held.

— ⚓ —

James McCarthy, 62: Brother McCarthy died in New Orleans on February 14, from a liver ailment. He was born in New Orleans and joined the SIU in the port of New York. He sailed in the Engine department as an FOW. His last vessel was the Del Santos. Surviving is his niece, Mrs. David N. Smith of New Orleans where Brother McCarthy was buried.



— ⚓ —

Robert Scales, 69: An intestinal disease claimed the life of Seafarer Scales in Church Home Hospital, Baltimore, Md., March 19. Born in Florida, he had been making his home in Baltimore. He sailed in the Deck department and was a four-year veteran of the



Navy. Brother Scales joined the SIU in the port of Galveston, Tex. He had been on a pension at the time of his death. A widower, burial for Scales was in Baltimore National Cemetery.

— ⚓ —

Sten Zetterman, 38: A brain laceration resulting from the crash of a plane he was piloting caused the death of Brother Zetterman, near Seattle, Wash., March 4. Born in Sweden, he joined the union in the port of Norfolk, Va. He sailed on American ships since 1947 and was a member of the Deck department. Zetterman made his home in Seattle. A friend, Ivar Lundquist of Seattle, was the designated beneficiary. Burial was in Yakima, Wash.



— ⚓ —

Harry Phillips, 64: Heat prostration claimed the life of Brother Phillips in Calcutta, India, April 15, 1966 while serving aboard the Hudson in the capacity of cook in the steward department. He joined the SIU in the port of New York. Born in Kansas, he lived in Califon, N. J., with his wife, Julia. A 26-year veteran of the Navy, he had experience as a baker, steward and butcher.



— ⚓ —

John Ferguson, 68: Brother

Ferguson, who was on disability pension, passed away in Savannah, Ga., due to pneumonia and emphysema. He had sailed on SIU ships since 1939, joining in the port of Savannah. Holding a FOW rating, he sailed in the engine department. He served in the Army in 1916 and 1917. Burial was in Savannah.

— ⚓ —

Boyd Wilbur Spear, 47: A pancreas ailment claimed the life of Seafarer Spear, July 31, 1965, at the USPHS Hospital, Seattle, Washington. He sailed in the deck department as an A.B. Brother Spear joined the SIU in 1949 in the port of New York. Surviving is his daughter, Martha Spear of Greeneville, Tennessee. Burial was in Hood River, Ore.



— ⚓ —

Antoni Wojcicki, 56: Brother Wojcicki died in Miami, Fla., at Jackson Memorial Hospital, from a liver ailment, December 30, 1965. Sailing in the Deck department, he joined the SIU in the port of Tampa. Burial was in Southern Memorial Park, Miami. Surviving is his wife, Antoinette Wojcicki, of Miami.



— ⚓ —

STEEL DESIGNER (Isthmian), March 26—Chairman, F. McCall; Secretary, Ray Crane. \$47.00 in ship's fund. New TV antenna to be purchased out of ship's fund. Vote of thanks extended to the steward department.

LA SALLE (Waterman), May 10—Chairman, Allen Bell; Secretary, Jack Goldman. No beefs reported by department delegates. Motion made to issue ID cards to dependents for emergency use in the event dependent has to go to hospital.

VOLUSIA (Sawtooth), May 10—Chairman, Wilson Deal; Secretary, R. McCulloch. Hot water beef still pending. No disputed OT reported by department delegates. Brother Wilson Deal was elected to serve as ship's delegate.

DEL SANTOS (Delta), May 10—Chairman, A. R. Booth; Secretary, W. J. Meehan. The secretary advised the membership that the captain had expressed his sincerest appreciation for their efforts in keeping the ship free of safety hazards. Vote of thanks extended to the steward department for a job well done.

SEAMAR (Caimar), May 7—Chairman, F. C. Groat; Secretary, R. R. Olden. Brother Benito F. Greenham was elected to serve as new ship's delegate. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

LONG BEACH (Sea-Land), April 27—Chairman, D. Harrison; Secretary, J. Roberts. Brother Grant Marrett was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

STEEL FLYER (Isthmian), May 1—Chairman, Kivan Ryan; Secretary, Mike Ayd. Ship's delegate reported that money due from last trip will be paid at payoff. \$8.45 in ship's fund. Some disputed OT in steward department to be taken up with patrolman. Vote of thanks to the steward department for a job well done. Various topics discussed.

ANDREW JACKSON (Waterman), April 20—Chairman, Lawrence Mitchell; Secretary, Ralph H. Smith. \$8.00 in ship's fund. No beefs reported by department delegates. Brother Alfred Nilsberg was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done.

PENN TRANSPORTER (Penn Navigation), May 22—Chairman, A. G. Alexander; Secretary, P. F. Payne. The captain informed the crew that this was the best crew he sailed with in many years, and he would like to keep this crew to sail with again. The crew praised Captain Butler, and said that all the officers were very fine shipmates. No beefs were reported by department. Ship should be fumigated for rats. Vote of thanks to the steward department for a job well done.

IBERVILLE (Waterman of California), May 14—Chairman, Thomas Liles; Secretary, James G. Laidley. No beefs reported by department delegates. Some disputed OT in engine department.

MANHATTAN (Hudson Waterways), May 1—Chairman, Leonard Karalunas; Secretary, Homer Kings. No beefs reported by department delegates.

DEL SUP (Delta), April 4—Chairman, I. Glass; Secretary, H. Crane. No beefs reported by department delegates. Brother Hans Spiegel was elected to serve as ship's delegate.

STEEL NAVIGATOR (Isthmian), March 13—Chairman, I. W. Paradise; Secretary, C. A. Collins. \$81.10 in ship's fund. No beefs reported by department delegates. Brother Michael Armando was elected to serve as ship's delegate. Discussion regarding wash water being unfit for washing clothes. This matter to be taken up with chief engineer, as these tanks have to be cleaned.

FAIRISLE (Pan Oceanic Tankers), April 24—Chairman, Ira C. Brown; Secretary, T. J. Hubbard. No disputed OT and no beefs pending. A meeting will be requested in San Francisco with an elected official present regarding mail delivery to ship, catwalks over deck cargo, and ship's toilets.

EXPRESS VIRGINIA (Marine Carriers), May 7—Chairman, Red Welch; Secretary, A. F. Lesh. \$12.55 in ship's fund. No beefs reported by department delegates.

STEEL RECORDER (Isthmian), January 10—Chairman, Bill Horne; Secretary, Angel Seda. \$249.00 in ship's fund. Some disputed OT in deck and engine departments to be taken up with boarding patrolman.

GLOBE CARRIER (Maritime Overseas), May 8—Chairman, T. L. Farrell; Secretary, None. No beefs reported by department delegates. One man missed ship in Newport News.

COLUMBIA (U. S. Steel), April 10—Chairman, E. T. Lavoinne; Secretary, M. S. Sospina. Everything is running smoothly. No beefs reported by department delegates. Suggestion was made that the patrolman check with the Port Captain regarding the air conditioning and TV in the crew messhall. Crew extended a vote of thanks to the three O.S.'s for showing the movies. Vote of thanks to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

MERIDIAN VICTORY (Waterman), May 8—Chairman, Luke A. Ciambou; Secretary, E. Salvador. Repairs from last voyage not completed. Brother Luke A. Ciambou was elected to serve as new ship's delegate. Vote of thanks to ship's delegate, Brother T. Robinson.

MERIDIAN VICTORY (Waterman), April 9—Chairman, Edward Martin; Secretary, Eugene O. Salvador. Brother Thomas Robinson was elected to serve as new ship's delegate. Brother Robinson is chief cook, and a vote of thanks was extended to him and Brother Eugene Salvador, chief steward, for the fine food, and to the entire steward department for a job well done. Disputed OT in deck and steward department to be taken up with patrolman.

PETER REISS (Reles), May 7—Chairman, Al Nobel; Secretary, Thomas J. Velliguet. Crew complaining about food. Would like some action taken to improve meals.

COEUR D'ALENE VICTORY (Victory Carriers), May 21—Chairman, A. H. Resako; Secretary, Robert Kennedy. Repairs from last voyage not completed as yet. Brother Mike Curry was elected to serve as new ship's delegate. Vote of thanks was extended to former ship's delegate, Brother C. Cook. Request for \$1.00 from each crewmember for ship's fund. No beefs reported by department delegates.

GLOBE TRAVELER (Maritime Overseas), April 19—Chairman, Elmer C. Barnhill; Secretary, Robert D. Brown. Few beefs and some disputed OT to be taken up with patrolman.

ROBIN SHERWOOD (Moore-McCormack), May 15—Chairman, Duke Gardner; Secretary, Charles Gilchrist. Ship's delegate reported that everything is running smoothly. No beefs and no disputed OT. Vote of thanks extended to the steward department for the good food and service.

TRANSBATTERAS (Hudson Waterways), April 12—Chairman, Karl Hellman; Secretary, John Finnagan. Some disputed OT in each department. Motion made to have American dollars for draw instead of travelers checks. In Bombay there is a \$10.00 loss on travelers checks. Motion made to have Union meet with all companies in regard to having all future conversions, such as mission tankers, air conditioned. Vote of thanks extended to the steward for the great improvement in feeding.

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

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

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

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

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

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

KNOW YOUR RIGHTS

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 York July 5—2:30 p.m.
- Philadelphia July 5—2:30 p.m.
- Baltimore July 6—2:30 p.m.
- Detroit July 8—2:30 p.m.
- Houston July 11—2:30 p.m.
- New Orleans July 12—2:30 p.m.
- Mobile July 13—2:30 p.m.
- Wilmington June 20—2 p.m.
- San Francisco June 22—2 p.m.
- Seattle June 24—2 p.m.

Great Lakes SIU Meetings

- Detroit June 20—2 p.m.
- Alpena June 20—7 p.m.
- Buffalo June 20—7 p.m.
- Chicago June 20—7 p.m.
- Cleveland June 20—7 p.m.
- Duluth June 20—7 p.m.
- Frankport June 20—7 p.m.

Great Lakes Tug and Dredge Region

- Detroit July 11—7:30 p.m.
- Milwaukee July 11—7:30 p.m.
- Chicago June 14—7:30 p.m.
- Buffalo June 15—7:30 p.m.
- Duluth June 17—7:30 p.m.
- Cleveland June 17—7:30 p.m.
- Toledo June 17—7:30 p.m.

SIU Inland Boatmen's Union

- Philadelphia July 5—5 p.m.
- Baltimore (licensed and unlicensed) July 6—5 p.m.
- Norfolk July 7—5 p.m.
- Houston July 11—5 p.m.
- New Orleans July 12—5 p.m.
- Mobile June 15—5 p.m.

Railway Marine Region

- Jersey City July 11—10 a.m. & 8 p.m.
- Philadelphia June 14—10 a.m. & 8 p.m.
- Baltimore June 15—10 a.m. & 8 p.m.
- *Norfolk June 16—10 a.m. & 8 p.m.
- United Industrial Workers
- New York July 5—7 p.m.

- Philadelphia July 5—7 p.m.
- Baltimore July 6—7 p.m.
- Houston July 11—7 p.m.
- New Orleans July 12—7 p.m.
- Mobile July 13—7 p.m.

DIRECTORY of UNION HALLS

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- Inland Boatmen's Union
- United Industrial Workers
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- EXECUTIVE VICE PRESIDENT Cal Tanner
- VICE PRESIDENTS Earl Shepard, Al Tanner, Lindsey Williams, Robert Matthews
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- CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450
- DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741
- DULUTH, Minn. 312 W. 2nd St. RA 2-4110
- FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441
- HOUSTON, Tex. 5804 Canal St. WA 8-3207
- JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987
- JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104
- MOBILE, Ala. I South Lawrence St. HE 2-1754
- NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546
- NORFOLK, Va. 115 3rd St. Tel. 622-1892
- PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818
- PORT ARTHUR, Tex. 1348 Seventh St.
- SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
- SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 723-8594
- SEATTLE, Wash. 2505 First Avenue MA 3-4334
- ST. LOUIS, Mo. 805 Del Mar CE-1-1434
- TAMPA, Fla. 312 Harrison St. Tel. 229-2788
- WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

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.)

- "Lee" brand tires (United Rubber, Cork, Linoleum & Plastic Workers)
- H. I. Siegel "HIS" brand men's clothes (Amalgamated Clothing Workers)
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. I. Weller Bourbon whiskeys (Distillery Workers)
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)
- Jamestown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)
- Empire State Bedding Co. "Sealy Mattresses" (Textile 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)
- Tyson's Poultry, Inc. Rock Cornish Tyson's Pride Manor House-Safeway Cornish Game-Armour and A & P's Super-Right Cornish Game Hen (Food Handlers Local 425 of the Amalgamated Meat Cutters & Butcher Workmen of N. America)
- Di Giorgio Fruit Corp. S and W Fine Foods Treesweet (National Farm Workers Association)



Attacks like this on United States ships resulted in a loss of 1,554 American vessels in World War II at a cost of 6,000 seamen's lives.

ALL THIS HAPPENED

THE STORY OF AMERICAN LABOR



AFL and CIO were merged on Dec. 5, 1955. Scene here is of historic first convention of AFL-CIO which was held in New York City.

As it had done during World War I, American Labor threw its full support to the war effort after the Japanese attack on Pearl Harbor in 1941. The AFL and the CIO unions put victory over the forces of totalitarianism as their number one objective. Despite rising living costs and mounting grievances, labor took a no-strike pledge for the war's duration. Statistics show that during the four war years only one one-hundredths of one percent of scheduled working hours was lost through strikes. Union members across the nation worked virtually without let-up to provide American fighting men in Europe and the Pacific with the huge quantities of supplies and equipment necessary for victory.

THE important role played by American union members in achieving victory was exemplified by the nation's seamen, who faced the terror of Nazi U-boats and dive-bombers to keep the sea lanes open. The merchant marine as a whole lost 6,000 men, dead or missing, during the war. Man for man, the merchant marine suffered greater losses than any of the armed services. More than 1,500 SIU members gave their lives at sea during the war while engaged in delivering vital war supplies to the fighting fronts. Such widely scattered bodies of water as the North Atlantic and the Gulf of Mexico became the graveyards for thousands of American seamen, particularly in the early period of the war when merchant ships braved the run to our allies with little or no protection.

At the end of World War II, American workers found themselves faced with many of the same problems encountered by labor after World War I. Prices had skyrocketed during the war years, as had business profits. Yet because of their adherence to their no-strike pledge, workers' wages had not kept pace with rising prices. During the war, workers were often able to make up the lag in buying power to some extent by working harder. Overtime was often available and the wage-price pinch could be overcome. With the war ended however, workers could no longer ignore the fact that wages lagged far behind prices.

Another similarity to the period after World War I was the fact that American business came out of the second conflict fat with profits and assumed an arrogant, anti-labor stance.

But organized labor also emerged from the war strong and determined, and clashes between labor and management were inevitable. In the early post-war years strikes occurred in almost every major industry as workers tried to catch up with rising living costs. Major strikes took place in the automobile industry, steel, the railroads, coalfields, maritime, and many other major industries. In addition to wages, new union contracts resulting from these post-war conflicts also began to place increased stress on other necessary improvements, such as health, welfare and retirement benefits for the workers.

IT was in the immediate post-war period that the first general strike in maritime occurred.

The strike was called in 1946 when the Wage Stabilization Board, a Government agency, refused to allow wage gains negotiated by the SIU and SUP with the shop operators. The SIU and SUP immediately threw up picketlines in every U. S. port, which were respected by all unions connected in any way with the waterfront. Within hours every port in the U. S. was completely tied up.

The week-long strike ended in complete victory for the SIU-SUP as the Wage Stabilization Board reversed its previous ruling. The SIU-SUP victory over the WSB was a victory for the entire labor movement because it put an abrupt end to Government attempts in peace time to abridge labor's right to free collective bargaining and led directly to the elimination of WSB authority over wages.

It was also during these early post-war years that many American unions began to rid themselves of communist infiltrators who had managed to attain positions of influence and control during the depression and the war years. American labor reaffirmed its strict adherence to the betterment of the conditions of American labor and rejected those who sought to use the American labor movement as a pawn in an international ideological struggle.

ANTI-LABOR business forces were also hard at work during this period. Their chief victory was Congressional passage of the Taft-Hartley Act in 1947 over the veto of President Harry S. Truman.

In many ways the Taft-Hartley Act, with its infamous, anti-labor Section 14(b), had a precursor in the 1943 Smith-Connally Act—intro-

duced and pushed through Congress by two notoriously anti-labor congressmen, Howard W. Smith of Virginia and Tom Connally of Texas. It outlawed strikes for a 30-day "cooling off period," during which a strike vote had to be taken by the NLRB; provided for government seizure of strike-threatened plants, criminal prosecution of strike leaders, and made union contributions to political campaigns illegal.

The provisions of the post-war, 1947 Taft-Hartley Act were drawn up in large measure according to suggestions made by the National Association of Manufacturers, a notoriously anti-labor management group. The T-H Act hampered the organizing efforts of the unions—particularly in the South. Section 14(b) of the Act permits individual states to pass so-called "right-to-work" laws which outlaw the union shop. Section 14(b) has allowed 19 states, mainly in the South, to exploit their workers by giving greedy, unscrupulous employers a free hand in union busting.

THE sharp rise in anti-labor fervor in Congress, which culminated in the Taft-Hartley Act served to spotlight the fact that the continued split between the AFL and the CIO was hurting the American labor movement. Serious efforts at reunification began in 1946, and were intensified greatly by Taft-Hartley passage in 1947. But unification of the two major labor organizations was spurred by the Republican victory in the 1952 presidential election on a platform that totally rejected almost all of labor's goals and made it clear to all that unification, for greater strength, was a must.

In 1952 a change occurred in leadership in both the AFL and the CIO. Philip Murray, who had led the CIO since John L. Lewis' resignation in 1940, passed away in November 1952 and was replaced by Walter Reuther. Only 12 days later William Green, long-time AFL President, also passed away and was replaced by AFL Secretary-treasurer George Meany. The basis for unity between the AFL and CIO took place in 1953, with the signing of a no-raiding agreement by 65 AFL and 29 CIO unions.

On Dec. 5, 1955, the American Federation of Labor and the Congress of Industrial Organizations merged, and George Meany was elected president of the new AFL-CIO.

14 Seafarers Get Engineers Licenses Under SIU's New Training Program

Eleven more SIU engine department men have passed the United States Coast Guard examinations and received their Engineer's licenses after preparing at the engineer's training school jointly sponsored by the Seafarers International Union of North America and District 2 of the Marine Officers Beneficial Association.

This brings to 14 the number of Seafarers who have obtained engineer's licenses and who are sailing or are about to sail in licensed berths as a result of the recently-instituted union program.

The following SIU engine department men received their original Third Engineer's license during the past two weeks:

- Leif K. Dalen, 41, a native of Norway who joined the SIU in 1959. (Dalen also received his First Assistant's Diesel license);
- Thomas Rejevich, 38 who joined the SIU in 1946;
- Robert Poore, 26, who has been a member of the Union since 1956;
- William Powell, 31, who joined the SIU in 1959;
- Joseph Sojak, 42, who has been a member of the SIU since 1959;
- Michael Aversano, 32, who joined the SIU in 1952. (Aversano also received his Second Assistant's Diesel license).

The following SIU engine department men received their orig-

inal Second Engineer's licenses during the past two weeks:

- Kenneth Singh, 39, who has been a member of the SIU for 16 years;
- Harry Singleton, 49, who joined the SIU in 1939;
- Robert Geddings, 39, who has been a member of the Union since 1946;
- William Oppenhorst, 39, who joined the SIU in 1951;
- William Logan, 33, an SIU member since 1953, (Logan also received his Third Assistant's Diesel license).

In obtaining their engineers licenses, these 11 SIU members followed on the heels of three other Seafarers who were the first group to be issued original Third's licenses under the program. They were:

- Robert Anderson, 37, a member of the SIU since 1937;
- Robert Wray Perry, 35, an SIU man since 1958;
- Kenneth G. Laughlin, 24, who has been a Union member since 1958.

The training program is the first

of its kind in maritime history. It allows engine department Seafarers to obtain instruction in preparation for their Third Engineer's License, their Temporary Third Engineer's License, or their original Second Assistant Engineer's License in either steam or motor vessel classifications. The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payment of \$110 per week while in training. (See additional details below.)

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.

The joint Union training program was instituted to enable Seafarers to obtain their licenses and to help meet the shortage of marine engineers arising out of the crisis in Viet Nam.



Geddings



Rejevich



Logan



Singleton



Singh



Powell



Poore



Anderson



Perry



Laughlin



Dalen



Aversano



Sojak



Oppenhorst

License Training Program for SIU Engine Men

The effectiveness of the licensed engineers training program sponsored jointly by the SIU and District 2 of MEBA is evidenced by the success of the 14 Seafarers who have already obtained licenses in the relatively short time since the institution of the program. An additional 52 SIU men are presently receiving instruction to enable them to sit for their licenses.

To qualify an applicant must be 19 years of age or over.

A Seafarer wishing to apply for his Temporary Third Assistant's license can qualify with 18 months as a fireman, watertender, oiler, deck engine mechanic, engine man or junior engineer, together with six months as a wiper.

A special feature of the new Coast Guard ruling on Temporary Engineer's licenses provides that a Seafarer who obtains a Temporary license can move automatically to his permanent license without another examination after the completion of an additional 12 months seetime.

The period of instruction ranges from 30 to 90 days and will be determined by the member's individual ability and knowledge and the instructor's satisfaction of his readiness to sit for the examination. Applicants can begin the course of instruction at any time.

SIU men who enroll in the course of instruction are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

Seafarers who receive their licenses and sail as engineers will get full credit and protection for all of their pension benefits built up under the SIU Pension Plan.

In addition, their SIU pensions will be supplemented by the District 2, MEBA Pension Plan in approximately an equal amount while they sail as engineer, and welfare benefits are also covered and protected.

SIU men who qualify for their engineers' licenses and sail aboard MEBA District 2-contracted ships will not be required to pay the MEBA \$1,000 initiation fee, which that union will waive. Nor will they be required to drop their SIU membership if they do not wish to.

In addition to unlicensed personnel seeking their original 3rd engineers license, the school will provide instruction to enable licensed engineers to upgrade their licenses.

The joint SIU-MEBA District 2 licensed engineers training program is the first opportunity that unlicensed seamen have had to obtain a license and employment as engineers, at no cost to themselves.

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