



## The Fate of U.S. Maritime— *Congress Must Decide*



***The continued failure on the part of the Administration to come up with a National maritime policy—in spite of almost three years of broken promises that such a program would be offered—has brought many Congressmen to the conclusion that the fate of the United States merchant marine rests in the hands of Congress.***

***Members of both the House Merchant Marine and Fisheries Committee and the Senate Merchant Marine and Fisheries Subcommittee have long been disturbed by America's rapid decline on the oceans of the world.***

***There are now indications that many members of Congress have lost patience with White House delays and will move on their own before it is too late. Perhaps the new feeling on Capitol Hill about U.S. maritime is best illustrated by the recent statement of Senator E. L. Bartlett (D-Alaska) that "Wait we shall not. We probably will . . . have to move on our own." (See story on Page 2.)***

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## SIU-Crewed Jasmina Bucks Hurricane To Rescue 18 German Seamen

On a collision course with the eye of killer Tropical storm Chloe, and hampered by near-zero visibility, the crew of the SIU-contracted Jasmina last September 21 risked their lives in the rescue of 18 survivors from the sunken East German vessel M.S. Fiet Schulze.

A continuing 24-hour search of the rough seas of Cape Finisterre, west of the Spanish mainland, resulted in the recovery by the Jasmina of the bodies of three more of the German vessel's total crew of 40 men and two women. The women were among 24 missing and presumed drowned.

The dramatic rescue operation began only hours after Captain Robert MacAlvanah had changed the Jasmina's course in an attempt to get behind the hurricane and resume the tanker's voyage from Donges, France, to Trinidad. An S.O.S. was received from the Fiet Schulze at 9:20 a.m., but the message ended abruptly before her exact position could be verified.

Re-altering course to the last given position of the sunken ship, the Jasmina, owned by Delaware Marine, Inc., reached the spot within 30 minutes while doubled lookouts kept sharp watch for lifeboats or survivors along the way.

At 10:49 Seafarer Joe Pettus, AB, spotted a motor lifeboat holding six men off to port. The survivors were hauled aboard with some difficulty but their boat had to be abandoned to the storm-tossed seas.



Pettus

### Two Liferrafts Adrift

Exhausted, barefooted and nearly naked, the six were taken to warm rooms and hot showers by Jasmina crewmembers who then gave them clothes and a hot meal. Checked for sickness or injuries, some were found to have rope burns or diesel oil in their eyes but their main trouble was found

to be fatigue and exposure.

One of the Germans knew English and acted as spokesman for the others. He said there were at least two liferafts in the area but that they may have drifted south in the wind. On this information, the captain again changed course. The American tanker, sailing in ballast, was deep in the water and difficult to handle in the heavy weather. Her position had to be determined strictly by dead reckoning as the crew had had no sights since 7 o'clock the previous night.

A life raft was sighted at 11:47 a.m. by the third mate and ordinary seamen Peter Sheridan and David Nichols, and the entire crew responded immediately when the captain sounded the general alarm.

For a whole hour MacAlvanah maneuvered the Jasmina, trying to get her to the lee of the raft so the wind would blow it alongside. The men in the raft tried to paddle but it was useless. After three round turns, during which the raft got close several times but always drifted away again, the captain ordered the second mate to fire the line-throwing gun. One well-placed shot put a line close enough to the raft so the 12 men aboard could grab it and be pulled to safety by the Jasmina's crew.

### In Worse Condition

The second group of German survivors were in much worse shape than the first. Due to size of the group, the raft was extremely crowded and they had been sitting or laying in about a foot of water with even less clothing than the others—and for a longer time. Some collapsed on

deck and had to be almost carried to the warm rooms and clean beds. None were injured, however.

The survivors from the raft reported that there was a second raft with 10 men and the two women on it. This was never found even though a search pattern at reduced speed was worked out and the entire crew of the Jasmina—except those on watch in the engine room—kept watch along with some of the survivors throughout the day and all during the stormy night.

At 6:45 on the morning of September 22, a life jacket with a man attached was spotted and another one seen a few minutes later.

The Jasmina, at the time in a large oil slick, turned and came back to them. The sea was still very rough with high swells and strong winds.



Gilleland

AB Bobby Gilleland, the second mate, the chief engineer and two of the German survivors were lowered in the No. 1 lifeboat and successfully retrieved the two bodies and brought them aboard. Visibility was barely 25 yards and the life-  
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## Auto Salesmen Granted Charter By SIUNA

DETROIT—At special presentation ceremonies recently held here, the Automotive Salesmen's Association of Detroit was granted a charter by the Seafarers International Union of North America, making it the International's 40th affiliate.

At present, the new Detroit affiliate has approximately 1,200 members.

Over the last few years, the Automotive Salesmen's Association has won nearly 100 National Labor Relations Board elections. The group has just recently completed a 135-day strike against a leading Detroit autodealer. The successful conclusion of the strike brought about the association's 12th union shop agreement negotiated since its formation.

Known officially as the Automotive Salesmen's Association-SIUNA, the new affiliate's officers are Carl Van Zant, President; Gene Gough, Vice-President; Fred George, Secretary; and John George, Treasurer.

Speaking on behalf of the affiliate's members, its President Carl Van Zant said: "We are pleased with our affiliation with the AFL-CIO trade labor movement and our real organizing efforts have only started, for it is our intention to stress the necessity to all our members in all unions that they purchase their automobiles from a card carrying ASA member."

## Bartlett Says Congress Will Act On Stalled Gov't Maritime Policy

WASHINGTON—The position that Congress will not wait indefinitely for the long-promised submission of an Administration maritime program before moving on its own has been re-emphasized by Senator E. L. (Bob) Bartlett (D-Alaska).

The statement from the chairman of the Senate subcommittee on Merchant Marine and Fisheries was made in reference to two bills currently before his group for hearing, and comments by the Department of Transportation on one of them—S. 2447—which would amend the Merchant Marine Act of 1936 to increase Federal ship mortgage insurance available to certain ocean-going tugs and barges from 75 to 87½ percent. The second bill S. 2211, seeks a separate amendment to the Act which would reduce from 25 to 12½ percent the down payment required on vessels operating exclusively on inland lakes and waterways.

Comments addressed to Bartlett on S. 2247 and signed by the assistant secretary of transportation for public affairs, John L. Sweeney, objected to the bill on grounds that any changes in present maritime promotional pro-

grams should be "in the broader context of comprehensive Federal maritime policy reforms."

"The Bureau of the Budget advises," Sweeney added, "that from the standpoint of the Administration's program there is no objection to the submission of this report for the consideration of the Committee."

### Statement Is Puzzling

Bartlett described the DOT statement as "puzzling" since Congress has been awaiting such a comprehensive maritime program and individual members have stated that if the Administration does not come up with one, Congress will be obliged to do so.

"We think," Bartlett asserted, "there ought to be an overall policy that would invigorate the merchant marine and (would be) capable of doing it . . . Wait we shall not. We probably will, in the absence of submission of a program from the Administration, have to move on our own."

## Report of International President



by Paul Hall

Those who are critical of our continuing fight to upgrade the U.S. flag merchant fleet repeatedly claim that our use of statistics is faulty and charge that the American maritime industry is nothing more than a vested interest out for its own gain. They question our logic when we point up the historically proven need for seapower while others talk only a jet-power or missile power.

We are called stubborn or impractical for urging a larger American-flag fleet, capable of handling the bulk of this country's overseas commerce, because Administration figure-jugglers say the government can economize by leasing existing foreign-flag vessels and cutting down on the outlay of federal funds toward construction of new ships in this country. But these same critics would spare no expense for aircraft or the race to the moon.

The most disturbing thing about most such accusations is that they are based on shortsighted thinking and inaccurate information on the growing demands of a competitive world.

As far as airpower versus seapower is concerned, it is only since World War I that the airplane has been recognized as a valuable military tool. It revolutionized warfare in that conflict and became a key instrument of battle with the coming of World War II.

But airpower, as vital as it may be, cannot alone win a war. We have only to look at the current war in Vietnam. This requires hundreds of thousands of American service personnel, vast quantities of military materiel—including tanks, guns, munitions, construction materials, fuel, etc.—and a constant supply of drugs and food rations. No one can reasonably argue that even the most advanced fleet of modern jet airplanes could fly these millions of tons of cargo and armies of men halfway round the world to Southeast Asia on a continuous basis.

Ocean-going merchant vessels, on the other hand, have the adaptability and capacity to transport these supplies efficiently. More than two-thirds of U.S. fighting men and 98 percent of their supplies go to Vietnam by sea, not by air. The sealift is not only the most practical way to get this vital job done, it is essentially the only way. However, a sealift requires ships. Our American-flag merchant fleet continues to age and, if adequate replacements are not contracted to U.S. shipyards without further delay, our defense effort stands to suffer greatly.

Maritime's critics also unrealistically attack our firm stand on the need for a larger U.S.-flag share in commercial shipping—even though it has been noted time and again that most of the world's international trade is carried on ocean vessels. They have only to look at recent government figures to see that with only 7.3 percent of all water-borne international commerce being carried in U.S. bottoms during 1966, this country's self-contained foreign trade dropped to its lowest point in 45 years.

The fact that a federal Administration can be aware that the United States has slipped to such a weakened position on the seas, and remain apparently undisturbed, is cause for genuine alarm, especially when Communist Russia clearly realizes that a strong maritime power can be an economic manipulator of nations largely dependent on sea-trade, and has accordingly increased the Soviet-flag merchant fleet nearly tenfold in the last decade. During the same period the U.S.-flag fleet has shrunk by half. If the American merchant marine is allowed to continue dwindling away, this country will be slowly cutting its own economic throat.

Another factor our critics conveniently overlook, in their efforts to cut corners on shipping costs, is that the upgrading of the U.S.-flag fleet would contribute considerably to the domestic economy as well. The initiation of a realistic shipbuilding program in American yards provide thousands of badly needed jobs in many fields—not just in shipbuilding alone.

The critics will no doubt continue to call maritime a vested interest but history has proven that a strong U.S. merchant marine is vital to the interests of all Americans.



Shown left to right at special charter presentation ceremonies are: Carl Van Zant, President of the ASA-SIU; John Weaver, President of SIU Local 10 (Checker Cab Co.) and SIUNA Vice President Fred Farnen. The Detroit ASA is now the SIUNA's 40th affiliated union.

## New Delta Ship Launched



At October 3rd launching ceremonies, the modern Delta Argentina was christened with the traditional bottle of champagne, and slid into the waters at Litton Industry's Ingall Shipyard in Pascagoula, Mississippi. It's the first of five identical new Delta Line Vessels.

## Runaway-Flag Nation Liberia Takes Lead in Ship Tonnage

Due almost entirely to "runaway-flag" ships owned by American companies, almost two million tons was added to the Liberian merchant fleet last year to give that country the lead over the United States as the world leader in shipping tonnage.

Figures just released by Lloyd's Register of Shipping show that Liberia has increased her total merchant tonnage to 22,598,000 tons, while the United States has dropped to third place after a loss of over 464,000 tons since October of last year. The United States now has a total of 20,333,000 tons in merchant shipping.

The United States has now slipped below Great Britain, which remains in second place with a total of 21,716,000 tons, an increase of 174,000 tons over her 1965 total.

Actually, Liberia has been in the forefront for some time as the holder of the world's largest active merchant fleet. The word active is important, since although the United States has a total of 20,333,000 tons, nearly 7,250,000 tons of this total is in the reserve fleet.

The new Liberian tonnage is for the most part comprised of ships registered in Liberia by U.S. owners who seek to take advantage of the lucrative tax set up offered by Liberia to runaway ship operators.

The report points out that the bulk of the Liberian tonnage is post-war built—most having been built within the last ten years, which ranks it with Japan, Norway, and Russia as far as a modern fleet is concerned.

In sharp contrast, more than 80 percent of the United States' total tonnage goes back to World War II and beyond.

Although the United States ranks third in total registered tonnage, her active fleet falls in fifth place just ahead of Russia's. But

the slim lead presently held by the United States is rapidly being closed up by the Soviets.

During 1966, the United States decreased its total tonnage by 464,000 tons, while Russia's increased by 1,125,000 tons.

The United States still maintains the unenviable position of being the leading maritime nation in shipping tonnage scrapped. A total of 121 vessels—of 806,517 tons—were scrapped by the United States during 1966.

## U.S. Fleet in Danger of 'Liquidation' If Decline Continues, Hall Warns

WASHINGTON—Paul Hall, the president of the AFL-CIO Maritime Trades Department declared recently that the United States merchant marine is "running headlong toward liquidation" and cited government reports issued last month as "grim new evidence" of this fact.

Hall, who is also president of the SIU, pointed out in a prepared statement that "every reliable indicator published by the government" indicates the continued deterioration of the American-flag merchant fleet. "This," he said, "is cause for serious alarm."

The head of the six-million-member MTD was referring specifically to new reports by the Foreign Trade Division of the Census Bureau and the Maritime Administration.

According to the Census report, the U.S. merchant marine's share of this nation's waterborne foreign trade dropped to an all-time low of 7.3 percent last year. This was down from eight percent in 1965; 11.1 percent in 1960; 68.4 percent in 1945 and 48.7 percent in 1921—the first year such statistics were compiled.

The MARAD report showed that the "runaway" fleet—ships owned by U.S. countries but registered under foreign flags—now comprises more tonnage than the fleet registered under the U.S. flag and a supplementary survey found that the runaway Liberian fleet, now listed as the largest in the world by Lloyd's Register of Shipping, is 40 percent larger than the entire American-flag merchant marine—including both our active vessels and those in mothballs.

### Grave Situation

"As serious as these figures are," Hall declared, "they still do not tell the whole story of the gravity of the situation."

The Census Bureau report on this nation's lagging carriage of its import-export cargo, he said, "shows that the amount of waterborne trade in 1966 was 25 million tons larger than in the previous year—but the amount car-

ried on U.S. vessels actually decreased by nearly two million tons. In other words, we are falling behind not only in terms of percentages, but in terms of actual cargo."

The MTD president was particularly concerned with the growth of the "runaway" fleet. He pointed out that when American companies build their ships abroad, register them under foreign flags, and employ foreign crews, "the U.S. loses jobs, purchasing power and tax revenue, and the balance of payments is thrown further out of line."

### Future Outlook Dim

Hall noted that as of the first of this year the "runaway" fleet aggregated 16 million deadweight tons while the U.S.-flag fleet totalled only 14.9 deadweight tons, and he predicted that the mid-year report, due to be released by MARAD shortly, would show "a worsening of this situation."

To back up his prediction, Hall pointed out that "at the start of this year, the American-owned 'runaway' fleet had another 2.4 million tons of new vessels on order or under construction, while the U.S.-flag fleet had only 603,000 tons of new shipping being built or awaiting construction." As things stand right now, he added, "the 'runaway' fleet will soon be one-third larger than our own merchant marine."

Calling "this continued decline" of our merchant fleet "directly attributable to the fact that we have no national program to revitalize

all phases of our maritime affairs," the MTD president's statement concluded:

"It is time that America woke up to the gravity of this situation. Unless we begin now to reverse this trend we may find ourselves bankrupt, insofar as a merchant fleet is concerned, and we will be at the mercy of the ships of other nations to supply our growing needs on the oceans of the world."

U.S. oil companies account for the great majority of American-owned foreign flag ships. The largest is Standard Oil of New Jersey which, through 20 subsidiaries, controls 118 'runaway' vessels totalling 4,300,000 tons. Ranked second, with 60 ships of 1.6 million tons, is Standard Oil of California, and Socony Mobil Oil Company is third with 41 tankers aggregating 1.5 million tons.

Of the dry-cargo operators, Universe Tankships, Inc., was the biggest with 17 Japanese-built ships of 823,000 tons—all registered under the Liberian flag. The same company also maintains 14 foreign-flag tankers totalling some one million tons. A subsidiary of the Utah Construction and Mining Company, San Juan Carriers, was second with eight vessels of 437,200.

As of January 1, 1967, a total of 448 American-owned ships—comprising some 16 million tons—were registered under 17 foreign flags. Of these, 163 were registered with Liberia, 89 with Britain and 88 with Panama.

## U.S. Bulk Fleet Takes Lead In Ships 20 Years or Older

WASHINGTON—While the United States continues to be the world's largest importer and exporter of bulk commodities, this nation's bulk carrier fleet of 59 ships now accounts for most of the vessels in world trade which are 20 or more years old.

Although only 16 percent of the vessels in world trade fall into this age range, the U. S. bulk fleet accounts for the greatest amount of ships in the twenty-year-or-older category.

By contrast, the average age of the rest of the world's bulk carriers at the end of 1966 was 9.7 years, according to a report released last week by the Maritime Administration. The report also pointed to a 20.4-percent increase in the size of the world bulk fleet during the 1965-66 period.

The United States fleet, which ranked 10th in number of bulk carriers, had only one ship—built in 1948—which was less than 22 years old, the MARAD report showed. American-flag tonnage was listed in eighth place and totalled only 1,063,600 deadweight tons.

The runaway-flag haven of Liberia topped the list in number of bulk carriers with 330, the United Kingdom was second with 297 and Norway third with 256. Japan and Russia followed with 234 and 119 respectively.

Viewed over the last decade, however, the report shows that

increased size and speed of new bulk carriers—rather than the actual number of vessels—is the most important area of world growth.

As a result of the trend toward larger ships, the average size of a bulk carrier at the end of last year was 18,100 tons and the speed was 13.3 knots. In 1957, the averages were 7,300 tons and 10.3 knots.

Of 185 new bulk ships delivered last year, the largest was the 144,000-deadweight-ton Cedros which is used to transport industrialized salt from Mexico to an island off Japan where smaller vessels reload and distribute the cargo to Japanese salt factories.

Even bigger ships, such as the giant 205,000-ton Japanese Idemitsu Maru, and others not covered in the report, have been delivered this year.

Included among other carriers delivered last year were 54 of 40,000 tons or more, and 24 in excess of 60,000 deadweight tons. The largest share of the overall total of 6.6 million tons added to the world fleet in 1966 went to Japan at 1.7 million tons and Liberia which took delivery of 1.6 million tons.

## U.S. Flag Share of Trade Cargoes Only 7.3%, MA Report Reveals

WASHINGTON—While commercial cargo carried in United States oceanborne foreign trade reached 404 million tons in 1966 and was valued at over \$36 billion, only 7.3 percent of this was carried in U.S.-flag ships, according to a recent report issued by the Maritime Administration.

The MA report, which is titled, "A Review of United States Oceanborne Foreign Trade, 1966," points out that since 1950, non-liner traffic has increased nearly seven times, from 31 million to 206 million tons and tanker traffic has increased from 51 million to 147 million tons. U.S.-flag ships, however, carried only five percent of this non-liner and tanker traffic, which accounts for 87 percent of our total oceanborne foreign trade tonnage.

The report emphasized that, "it is the fantastic growth of the non-liner and tanker trades, which has occurred without a corresponding growth in U.S. trade carriage in these trades, which has resulted in the low participation figure."

Only commercial and government-sponsored cargo moving in the U.S. oceanborne foreign trade is covered in the report. No military cargo or domestic trade is included.

The United States fleet did not fare any better in passenger trade the report indicated. Of the one-and-a-half million passengers who traveled to and from the U.S. by sea in 1966, only 16 percent traveled in U.S.-flag ships.

# Runaway Operators 'Scuttling' Fleet Congressman Warns at MTD Meeting

WASHINGTON—American business interests which register their ships under foreign flags, instead of the U.S.-flag, were accused today of "one of the biggest sell-outs that America has encountered on the high seas."

The charge was made by Representative William D. Ford (D-Mich.), who said that the "runaway" fleet "is siphoning off billions of dollars each year from the American economy," adding that the American owners of foreign-flag vessels are "scuttling" the merchant marine and the national economy.

Speaking at a meeting sponsored by the six-million member AFL-CIO Maritime Trades Department, Ford told an audience of government, industry and labor officials that "the balance of payments suffers to the tune of a billion dollars a year" because of the foreign-flag operations of U.S. concerns.

"If these 'runaway' ships were brought back under the American flag," the Democratic Congressman said, "just about half of our annual balance-of-payments deficit would disappear."

"No maritime program is going to succeed in this country," Ford said, "unless it contains some provisions to stop the 'runaway' ship operations and bring them back under the American flag again."

## Powerful Oil Lobby

The Congressman conceded it would be difficult to get through legislation "outlawing" the "runaway" flags, since most of their operations "are being carried out by the nation's billion-dollar oil interests—the ones that already are being handsomely protected by such devices as the 27½ percent depletion allowance." Ford

## Govt. Maritime Program 'Fizzles' Pelley Charges

WASHINGTON—Representative Thomas Pelley (R-Wash.) has charged that the Administration's "great, new merchant marine program" is in reality "a giant firecracker that fizzled". Speaking before the House of Representatives, he said that "Reports now are that the President has no such program, so let's not be deluded into sidetracking legislation . . . to provide an independent Maritime Administration".

(Pelley co-sponsored a bill for an independent MARAD, to be known as the Federal Maritime Administration. The bill was passed October 17 in the House by a vote of 324 to 44. See story on page 3.)

Expressing dismay at the apparent lack of action by the White House, the Congressman called for "a little more light and a little less noise, so that we can finally start to develop the type of American merchant marine which, in the national interest, our country needs so badly".

He contrasted the "deplorable" present condition of the U.S. merchant fleet to active development of the maritime fleets of Japan and the U.S.S.R., as reflected in those countries' respective five- and seven-year plans. America, he said, has no comparable maritime policy.

described the oil and gas lobby as "no minor league operation."

As an alternative to tough legislation prohibiting "runaway-flag" operations, Ford proposed "using honey" to lure the ships back to the American flag. Specifically, he called for:

- Construction subsidy funds "for the entire American-flag fleet, instead of just for the favored few in the berth liner trade."

- Operating subsidy funds for the entire fleet, so that the "runaways" might be induced to register their ships in this country "and hire American seamen at living wages, instead of foreign seamen at coolie wages."

- Tax reserve privileges for the entire fleet, instead of just for the liner operators.

- Requiring 30 percent of all oil imports to be carried in U.S.-flag ships, to "provide the same protection for the tankers that we provide for the oil industry—the protection they now enjoy against cut-throat foreign competition."

Ford said enactment of the oil import provision, to match the oil import quota which now safeguards domestic producers, would mean that "these oil companies would break their leg, running back to the protection of the American flag."

Congressman James R. Grover, Jr. (R.-N.Y.), who spoke at another MTD meeting, dismissed a reported Administration plan to build 30 new commercial ships a year as "too little, too late" declaring that such a program would be little more than "putting a Band-Aid on a mortal wound."

Grover predicted that Congress was not in a mood to wait any longer for an Administration program to cure the ills of the ailing merchant marine, and forecast that a "sweeping merchant marine program" would shortly originate on Capitol Hill.

The Congressman told government, industry and union officials who attended the meeting, that the needs of our waterborne export-import commerce demand a program far in excess of the re-

puted 30-ship plan said to be under consideration by the White House.

"Today," he said, "we have about 900 ships in our privately owned fleet, and these 900 ships carry about seven percent of our cargo. By 1985, according to the government's own estimates, our waterborne export-import cargo is going to double.

"That means that if we still hope to carry just the same percent of the cargo we're carrying now, we're going to need a fleet with a capacity twice that of our present fleet.

Grover called for a program that would hew to the "guidelines" of the 1936 Merchant Marine Act. That legislation called for an American-built, American-owned American-manned fleet capable of carrying a "substantial portion of the nation's peacetime cargo, and one that could serve as the country's fourth arm of defense.

## Court Injunction Halts Dock Strike

NEW YORK—In accordance with an injunction issued in New York Supreme Court last week, the Shoreside Supervisors Union withdrew its picket lines from the Brooklyn piers after a 16-day strike to gain recognition by 10 stevedore companies. The injunction, by Justice Anthony J. DiGiovanna, is being appealed by the union, an affiliate of District 2 of the Marine Engineers Beneficial Association.

The strike began on October 19 after negotiations came to a standstill.

A request by the Shoreside Supervisors for an extension of an original 48-hour stay of DiGiovanna's ruling was denied by Justice George J. Beldock of the Court's Appellate Division, but he set a hearing before the full court November 8 to allow the Union further argument of its case in opposition to the decision.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



There were a number of developments here within the last few weeks. A shipping official warned that New Orleans might slip as a major port unless future cargo is prepared for; an unusual court decision awarded a crewmember aboard a fishing vessel high compensation for extensive injuries received on an unfit vessel; and the SIU was host at a banquet honoring the Loyola Institute of Human Relations.

New Orleans could lose its rating as the number two port in the nation unless shippers and the port itself prepare for the future flow of containerized cargo, a shipping company official said here recently. An executive assistant for economic research of Delta Steamship Lines, Inc., warned that failure to adapt the Port of New Orleans to fit the needs of bulk container shipping could mean that Houston would take over as the top Gulf port.

"At present," he explained, "New Orleans wharves are not equipped to handle the flow of containerized freight. . . . containerized service out of and into New Orleans is only incidental. If New Orleans shippers do not begin containerized operations in the near future . . . the reach of the eastern ports will get larger and larger, cutting into our territory."

The specialist warned of the dangers that are already making themselves felt. He told of one instance in which "one East Coast shipper has taken a half-million tons of freight away from the Gulf area with containerization. This is a half-million tons of freight that should have come to New Orleans."

A \$133,457 judgment against a canning company at Pointe a la Hache was awarded in a United States District Court to an employee injured in an explosion and flash fire on an oyster vessel in May, 1965.

District Judge Fred J. Cassibry assigned the amount in favor of the defendant, deckhand on the Marguerite A, who was severely burned and had to undergo extensive treatment. Cassibry ruled that the company owner was liable for the circumstances that led to the injury on the second-hand vessel, which had allegedly been equipped with an unsatisfactory fuel system.

A testimonial banquet was held at the SIU Hall of the Loyola Institute of Human Relations which is devoted to working in the areas

of labor-management and race relations. The honored guest was Judge Fred Cassibry, long a friend of Labor. He was introduced by the vice-president of the Louisiana AFL-CIO, Vic Bussie. The banquet was a great success, with a capacity crowd of 400 people.

## New Orleans

When she comes out of dry-dock, the *Del Mar* will have a bevy of admirers waiting for billets aboard her. Among them will be **Bill Marion**. Marion has sailed the *Del Mar* off and on for the past 15 years in the steward department. Seafarer **William**



Hanks

Lambert

**Randall** recently signed off the *Topa Topa* upon her return from Vietnam. Randall was ready for another go-round, but was forced ashore because of illness. Just released from the hospital, Randall is now fit and ready to go. He is scanning the board for a chief cook's slot, preferably on a coast-wise tanker.

**Bosun Reidus Lambert** is looking to South America after completing a long trip to India. Lambert was bosun on the *Producer*. Now he's on the beach hoping to catch a run to South America before winter sets in. After 11 months on the *Rebecca*, Seafarer **Michael Pardur** is on the beach planning his next trip. Pardur spent most of his eleven months in the Persian Gulf. His hopes are for a bedroom steward's slot on a super tanker.

## Houston

**Bill Joyner** arrived in town after a long voyage on the *Eagle Traveler*. He told us he wants to get reacquainted with his wife and children before sailing again.

**Hermann Fruge**, who sails as Bosun or deck maintenance, came in to say hello and register.

Shipping is slow now but the outlook for the future is good. Sea-Land is getting ready to crew up another trilateral, the *Houston*. This is a converted tanker. A second ship, as yet unnamed, will be put in service before the end of the year.

## Mobile

**Robert Schwartz** just registered for a deck department job. He last shipped as bosun on the *Penn Transporter*. After a fast trip to India around the horn, **J. R. Thompson** is ready for a new AB or deck maintenance job. He also sailed on the *Penn Transporter*.

**Sago Hanks** was chief electrician on the *Free America* for several trips to Vietnam. Sago has a son stationed in the war zone and he was able to visit him.

## Turkish Unionists Study U.S. Labor Movement



SIU International representative Charles Taibi, center, explains organizational structure of the SIU to a delegation of Turkish union officials who visited Brooklyn Headquarters recently. The delegation, affiliated with the Turkish Confederation of Trade Unions, was in U. S. to study functions of American unions.

**Attends All-Japan Seamen's Conference**



Speaking before the recent All-Japan Seamen's Union (AJSU) Convention in Kobe, Japan, was SIU Yokohama rep. Frank Boyne, who talked about issues of mutual concern to the two seafaring unions.

# SIU Representatives Testify on Need For Equality in Federal Bargaining

WASHINGTON—Representatives of the Seafarers International Union have recommended changes in the government's labor relations policy to assure federal employees the same treatment accorded workers in private industry.

The Union's recommendations were made by SIUNA Vice-president Frank Drozak and Joseph Leal, secretary of the SIUNA-affiliated Military Sea Transport Union, at a hearing before a cabinet-level task force assigned by the President to seek improvements in the government's management-labor relations policy as set forth in a 1962 Executive order.

Both men agreed with a proposal offered at the hearing by AFL-CIO President George Meany that a tripartite disputes board—consisting of two members each from labor and management plus an impartial chairman, all presidentially appointed—be set up to resolve deadlocks stemming from Federal service and bring about "collective bargaining" in this crucial area.

Drozak, the SIU's West Coast representative, was one of numerous spokesmen for AFL-CIO affiliates who testified on their own experiences with the federal labor-management relations program after the Federation president had completed his remarks.

Explaining that the SIU's interest in the "reform" of the program is its desire to effectively represent the several thousand Federal maritime employees in the Union's ranks, Drozak agreed with the need for an independent panel to weigh disputes within Federal agencies.

**Fully Backs Meany**

"We completely support the AFL-CIO proposal for creation of a Federal service labor-management relations board to administer and interpret the executive order," Drozak said. "Surely the desirability and feasibility of developing an instrumentality that eliminates any suspicion that one of the parties at interest in the dispute is both a contestant and the referee should be immediately apparent. And the Federal service is a sufficiently large entity that this objective can be achieved readily."

He pointed out that federal employees represented by the SIU include unlicensed seamen in the Military Sea Transport Service, Pacific Command; the Bureau of Indian Affairs; fleet workers in the Maritime Administration and the entire crews—masters excluded—of ships operated by the Bureau of Commercial Fisheries in the Honolulu area.

Drozak said that the SIU is intensifying its organizational efforts among federal employees—of whom there are many in maritime and allied jurisdictions of the SIU—because he considers it imperative that the benefits of trade union organization be extended to these workers.

The SIU vice-president noted several inequities between benefits afforded workers in federal agencies and those enjoyed by workers in the "private sector" of American industry. Primary among these was position of the maritime workers in federal agencies.

"Very few if any maritime employees are in the classified serv-

ice, for which basic compensation is set by Congress, but instead are in a kind of prevailing-wage system," Drozak declared, and difficulties arise in "translating maritime private-sector increases into increases for federal maritime employees. Further, some important benefits that are considered part of the basic compensation package in the private sector are excluded, with a federal benefit program being substituted therefor, with the result that members covered for group health and hospitalization insurance must contribute approximately \$30 to \$40 a month—a contributory requirement unheard of in the private sector."

Also, Drozak said, "applications of the seniority principle to promotion policy should be negotiable; otherwise our MSTs experience of men with long service being passed over for promotion will become an increasingly bitter source of employee dissatisfaction."

"Relatedly," he continued, "present restrictions on bargainability of issues make it unlikely that organized federal maritime employees can make any progress toward the kind of training programs for unlicensed ratings that has been registered by private-sector maritime employees," even though such progress is necessary for promotion.

Another area of difficulty involving federal employees is in disciplinary actions, Drozak added, stating that the typical time-table on long term suspensions and removal cases is unfair and costly to the affected employee. "He is forced to wait as much as four months on leave without pay, unable to draw unemployment con-

pensation or seek employment elsewhere until decision has been rendered. This is in sharp contrast to the situation in the private sector in which discharge cases have top priority."

**"Same Rights" For All**

"As we see it," the SIU spokesman concluded, "the basic objective of the Federal employee-management relations program should be—allowing only for real differences between the legal-administrative (methods) in which private industry and the federal services operate—to provide for the foundation for a system of free, effective collective bargaining and labor-management cooperation that is the same throughout our entire society, affording the same rights to" all workers similarly situated.

Since mandatory union membership "apparently raises many serious legal problems in the context of the federal services," the availability of an "agency shop, under which employees either would pay membership dues or a servicing fee equivalent to the membership dues to the union possessing representation rights," should be instituted.

At the conclusion of Drozak's testimony, both he and Leal answered questions put by the hearing panel.

In answer to one query, Leal further described inequities of grievance procedures under existing regulations followed by the Military Sea Transport Service for Seafarer employees. He pointed out that at present seamen often suffer a considerable period of employment and wage loss while disputes are being processed with no recourse in the meantime.

## The Atlantic Coast



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

House Minority Leader Gerald Ford made a very interesting statement recently. As reported in the last issue of the Seafarers LOG, he referred to the decline of maritime as an important '68 election issue.

It finally looks like the maritime industry is getting the attention that it deserves. There is plenty of ferment in both houses of Congress on the need to upgrade our fleet and it's about time that the public was informed about the dangerous condition of our fleet and the harm that can be inflicted on our economic and military positions as a result.

I can think of no other industry in this country that is so essential to the national well being and yet is treated with such flagrant disregard by our policy makers. It's time maritime did become an election issue and I hope that the public will get a good education from aspiring candidates on the conditions of our merchant fleet.

**Baltimore**

After a 23-year career with the SIU, Wallace Hyde has put in his pension. His last ship was the *Seatrain Maine*.

Jimmy Sheets just came back from a vacation and plans to ship on a Calmar C-4. James last sailed on the *Steel Architect*. Herbert Munice visits the hall regularly since his retirement. His last ship was the *Marore*.

After a messman's job on the *Seatrain Texas* Francis Laughlin is looking forward to a Calmar intercoastal run.

**Norfolk**

Bill Culpepper had a good vacation and is ready for a run to Northern Europe. His last ship was the *Commander*.

Melvin Jones would like to catch the *Western Comet* now that he's ready to ship again. He had a good vacation with his family. A member of the steward depart-

ment, his last job was as BR on the *Penn Challenger*.

Bill Dowdy, well rested from his last BR's job on the *Norberto Capay*, is looking for a ship as good as she was.

**Boston**

Walter Le Clair told us he's sorry the *Connecticut* is laid up. Walter, who sailed on the ship as AB, said it was a real "floating hotel."



LeClair



Hitchcock

John Anderson, a 26-year SIU man, is waiting for a cook or baker's job. John sailed as steward on the *Chatham*.

Marty Hitchcock, another old pro last shipped as Bosun on the *Eagle Voyager*. He spent some time with his family and is now ready for another slot.

**Puerto Rico**

Jaime Pantojas flew down from New York to join the *Sea-land Fairland* as Crane Maintenance, Electrician. The ship will go to the West Coast, then Vietnam.

Enrique Vargas took an AB job on the same ship, while the deck gang added Carl Johnson, a most capable bosun.

## Four More Seafarers Upgrade To Engineer; Total Now 186



Amos

Langston

Sawyer

Miller

Four more Seafarers have passed U.S. Coast Guard examinations and have been issued their engineer's licenses after attending the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. A total of 186 Seafarers have now received engineer's licenses as a result of the joint program.

Three of the men are third assistants and one is a new second assistant engineer.

Leonard Amos is a new third assistant, formerly sailing as a FOWT and engine utility. A native of Yugoslavia, he now lives in New York City. The 42-year-old Seafarer joined the SIU in 1965 in the port of Norfolk.

A new second assistant, Joshua Langston was born in South Carolina and resides in Timmons-

S. C. He sailed as FOWT and joined the union in Baltimore in 1958. He is 41 years old.

Richard Sawyer is 32 years old and lives in Rowland, N. C. A native of South Carolina, Sawyer joined the union in 1963 in the port of New York. A new third assistant, he formerly sailed as a FOWT.

Robert Miller previously shipped as FOWT and is a new third assistant engineer. Born in Michigan, he lives in Jackson, Mich. Miller is 37 years old and joined the union in the port of New York in 1961.

# The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



After several months of delay, the Pickands-Mather representation election was finally held. The SIU Great Lakes District received 62 votes, while the United Steel Workers Local 5000 polled the same number. The company had 100 votes. The combined union vote outnumbers the company vote and indicates that better than 50 percent of the

Pickands-Mather seamen want union representation. The SIU was successful in eliminating the "college vote," which was responsible for the company receiving less than 50 percent of the total vote. We will continue to make every effort to organize this company.

### Frankfort

George Charters, pensioner, and Ernel Zeller, second cook on the City of Green Bay, have also been confined to USPHS Hospital. We have very few AB and OS jobs waiting on the Ann Arbor Carferries.

Joe Cahill, who just took an AB's job on the John P. Reiss, traveled all the way to Escanaba to catch his first ship as a rated man. Joe took advantage of the SIU upgrading facilities offered here.

We regret the passing of John "Alameda Red" Wulzen, who passed away in California after a long illness. Red was a veteran of Great Lakes and West Coast shipping and will be missed by his many friends.

### Alpena

Edward Ryan, now on pension, came by to say hello and chat with

old friends. Louis Nowaczewski and Alvin Elowsky also paid us a visit recently.

Shipping has slowed down some. The J. B. Ford is due in for a load of cement and will then head for Buffalo where she will layup.

### Buffalo

The waterfront here took a heavy lashing from gale force winds recently, with severe damage inflicted on small craft in the harbor. Employees of the Great Lakes Dredge and Dock Company were stranded and could not be brought back until the next morning. Shipping has picked up and many grain vessels have increased the demand for men.

### Duluth

Ore shipments from this port are down ten per cent for the month of September, as compared to last year.

Glen Stevens, Robert Zolnierz, and Claire Otis are back in town after a trip on the Trans-Superior for Hudson Waterways.

Ed Joe Bailey has received his AB's ticket and is currently on the A. E. Cornelius. Reginald Amell, fireman, has taken a job on the Harry Steinbrenner.

## DISPATCHERS REPORT Atlantic Gulf & Inland Waters District

From Oct. 20 to Nov. 2, 1967

### DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	4	2	0	4	18	3
New York	57	34	22	15	6	217	103
Philadelphia	8	2	18	16	19	26	5
Baltimore	23	15	27	18	6	92	56
Norfolk	5	9	2	3	5	17	20
Jacksonville	5	7	7	3	2	13	4
Tampa	1	2	2	4	0	12	7
Mobile	24	31	21	13	1	67	25
New Orleans	74	36	40	9	2	156	79
Houston	49	34	31	26	2	116	111
Wilmington	17	8	10	11	9	38	2
San Francisco	44	40	43	17	20	57	23
Seattle	51	39	60	35	47	57	8
Totals	360	261	285	160	123	886	446

### ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	0	0	1	5	6	1
New York	40	51	23	20	5	121	100
Philadelphia	9	6	11	5	6	13	7
Baltimore	24	22	24	18	3	54	41
Norfolk	2	8	4	4	4	9	14
Jacksonville	4	1	6	1	2	8	6
Tampa	2	4	6	4	1	4	2
Mobile	20	15	17	13	1	7	4
New Orleans	41	36	26	29	9	97	77
Houston	39	30	23	29	11	94	75
Wilmington	12	8	10	10	19	22	2
San Francisco	48	16	43	17	23	66	22
Seattle	34	33	34	23	41	14	7
Totals	276	230	227	174	130	515	345

### STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1	0	0	1	11	3
New York	38	15	13	7	5	147	33
Philadelphia	7	5	4	3	19	12	9
Baltimore	20	8	15	4	7	84	33
Norfolk	2	5	2	2	7	14	12
Jacksonville	4	7	6	8	11	3	1
Tampa	5	2	4	2	1	8	4
Mobile	15	29	13	8	0	37	12
New Orleans	67	40	27	15	3	147	90
Houston	22	14	18	16	12	77	59
Wilmington	14	10	5	10	16	14	4
San Francisco	32	16	32	17	58	37	22
Seattle	35	27	47	26	30	27	12
Totals	261	173	186	118	170	618	294

## SIU Fights Merger Proposal By West Coast Companies

WASHINGTON—The SIU has filed a petition with the Federal Maritime Commission to intervene in the proposed merger of three Steamship lines contracted to the Union's Pacific District. The petition is now being considered by the FMC.

In a telegram sent to each member of the Commission, SIU President Paul Hall charged that the merger "is intended to, and could accomplish, an unconscionable monopoly of the West Coast Maritime industry leaving at the mercy of the monolithic merger shippers, maritime labor, and the public generally, and would undoubtedly result in the loss of hundreds of maritime jobs."

Hall said the Union was happy and encouraged to learn that a majority of the FMC has voted to remand the case to a Hearing Examiner to take additional evidence, including the effect of the merger on maritime labor.

The lines involved are American President Lines, Ltd., the American Mail Line, Ltd., and the Pacific Far East Line, Inc.

The SIU president's telegram also deplored "the attempt of three giant West Coast shipping companies to consolidate or merge their company entities without consultation with the labor unions representing their employees or the public generally."

### Details "Inadequate"

In a 3-to-2 vote last month, Commission Chairman John Harlee and Commissioner Ashton C. Barrett declared that the FMC

has jurisdiction over agreements by competing carriers to merge under Section 15 of the Shipping Act of 1916. Commissioners James V. Day and James F. Fansen took the minority position that it did not. Although he agreed with the two majority members on the "jurisdictional" issue, the vice-chairman, George H. Hearn, asked that the agreement be remanded for the taking of further evidence because he found it to be "deficient as a matter of law."

Hearn called it "nothing more than an agreement to agree—in-sufficient as to scope and inadequate as to detail," and suggested that the jurisdictional issue had become the main focus of the case with too little attention having been given to the sufficiency of the agreement and its merits. Harlee and Barrett then joined in Hearn's remand recommendation.

The three shipping companies had formally protested the FMC's delay in making a final decision and asked for its reconsideration. They objected to producing more extensive information — arguing that it was either irrelevant or beyond their reach—and requested that a decision be made on the basis on the required merger proxy statement and the subsidy contract which will eventually have to be worked out for the merger companies.

## YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

### Veteran Benefits Expanded

A number of veterans' benefits recently have been expanded, and provide new or improved opportunities for both young and older veterans to use these aids.

**Veterans' Educational Benefits:** The Veterans Readjustment Benefits Act of 1966 provides educational payments for veterans who have served in the Armed Forces since January 31, 1955 (or who will serve). Veterans with more than 180 days of active duty are eligible for college, business-school, vocational or other education, including correspondence courses, in proportion to the length of their active service.

As the result of recent increases, veterans taking full-time courses will receive \$130 a month with no dependents, \$155 if married, and up to \$175 with two dependents.

Proportionate benefits are paid for part-time courses. The veteran's own income is not a factor; simply the length of service.

Counseling service for veterans interested in this valuable opportunity is available from local Veterans Administration offices.

However, even the increased allowances do not meet all school expenses in this period of rapidly rising educational costs. It also is advisable to have some cash on hand when you start because of the time it takes for allowances to be approved and arrive, readers already in this program report.

The new law also provides allowances for on-the-job training to veterans enrolling in a federal or state-approved apprenticeship or training program.

**Job Counseling:** New veterans, as they are separated from service, will get special counseling in job finding and training. Under a federal-state program, state employment offices now

have special veterans' representatives to provide these services.

**Veterans with a service-connected disability** are eligible for vocational rehabilitation if needed to overcome the employment handicap of the disability. Eligible disabled veterans first are counseled, then an employment program is worked out, and up to four years of training (in some cases even more), may be provided.

**Home Loan Benefits:** One of the most interesting developments is the extension of the eligibility period for GI home loans for World War II Vets. The program expired for these older ex-servicemen this past July 25. Now it has been renewed to July 25, 1970.

**Home, Business, Farm Loans:** In general, veterans who served on active duty for at least 181 days, but not including "six-month enlistees," are eligible for loans to buy houses or farms, or for alterations and improvements, or for business purposes. You do have to make your own arrangements with a bank, savings association or other private lender.

**Dental Treatment:** This valuable benefit has helped many veterans, but many others have not used it. The VA will provide or pay for dental treatment for service-connected dental conditions, even if not compensable.

**War Orphans:** The age of eligibility for educational benefits for children of deceased or totally-disabled war veterans, has been increased to 26. This is a benefit that often is overlooked by some of the families that need it most.

**State Benefits:** The new veteran also should keep in mind that most states also have their own benefits for war veterans and their families, including partial property-tax exemptions in many states. You can get information on your state's provisions from the Veterans Commission at your state capital.

# Senate Committee OKs Hike In Social Security Payments

WASHINGTON—The Senate Finance Committee voted to raise the House-passed social security bill to the 15 percent across-the-board increase sought by the Administration, with an additional boost for persons receiving the lowest payments.

It also acted on the controversial public welfare provisions of the House bill, which AFL-CIO President George Meany has termed "harsh and punitive."

Meany expressed labor's "dismay" at reports that the Senate committee is considering a plan to subsidize private employers who hire "untrainable" mothers of young children who receive benefits under the Aid to Families with Dependent Children program.

"We vigorously oppose this concept," Meany wrote Committee Chairman Russell B. Long (D-La.). "To us the sensible and humane approach is not to force mothers into make-work jobs but to permit them to stay at home and care for their children."

The subsidy plan, Meany noted, would force mothers who are not able to take job training "into some type of employment, no matter how meaningless," or face "loss of their meager assistance payments." One result, he stressed, "could be to displace regular employees and depress wages."

Long told newsmen that his committee has approved these major changes in the House-passed bill:

- A benefit increase of 15 percent for the nearly 23 million persons on the social security rolls, as compared with 12.5 percent in the House bill.

- An increase in the present minimum benefit of \$44 for an individual and \$66 for an elderly couple to \$70 for an individual and \$105 for a couple. The House bill would have set the minimum at only \$50 for a single person, \$75 for a couple.

### Veto Medicare Extension

The higher amounts approved by the Senate committee were those originally sought by President Johnson. The committee, however, voted down by a 9-8 margin the Administration's proposal to extend medicare coverage to the 1.5 million disabled workers under 65.

While the House was obliged to consider the social security bill drafted by its Ways & Means Committee under a no-amendment rule, the Senate committee bill will be wide open to amendments when it reaches the floor.

The Senate committee also voted to permit men to start drawing old age retirement benefits at age 60, at reduced rates, as women may now do. The present minimum age for men is 62.

It also raised the special benefits for persons 72 or older who cannot qualify for regular social security payments. The new payment would be \$50 a month as compared with \$35 under present law and \$40 under the House bill.

The committee was working on details of financing the benefits, including a higher taxable wage base, which would also raise the ceiling on future benefits.

The committee also voted full widow's benefits for disabled widows, regardless of age. The full benefit is 82.5 percent of what the husband would have been entitled to draw. The House bill called for benefits at 50 percent starting at age 50.

## LABOR ROUND-UP

Larry D. Sullivan, holder of a safety award from the Brotherhood of Locomotive Firemen and Enginemen, has been named by the Carnegie Hero Foundation Commission as the winner of a bronze medal for heroism. Sullivan, a diesel helper for the New York Central Railroad, won the additional award for his rescue of a two-year-old child who strayed on the track in front of Sullivan's train.

The Newspaper Guild of New York has reached agreement on a three-year contract with the New York Times boosting wages and fringe benefits, following the pattern of similar contracts signed by six other local newspaper unions. The pattern has been 8 percent increases retroactive to March 31.

The Potters Union Executive Board has selected Robert W. Lord as the union's seventh international vice president. Lord, who is from Evansville, Ind. will fill the post left vacant by the death of Leonard Greco of Beaver Falls, Pa.

William W. Murrey, 80, a labor leader for more than sixty years is dead. Murrey headed the

Fargo-Moorhead Trades and Labor Assembly before 1935. After that was president of the North Dakota Federation of Labor and continued to serve after the merger of the state bodies. He had worked as a plumber, railroad machinist and construction worker and supervised WPA projects during the depression.

A member of the State, County & Municipal Employees has been elected as the first American to serve in a top administrative post with Public Services International.

Alfred Weil, director of the white collar division of AFSCME District Council 37 in New York City, was chosen assistant general secretary of PSI at its 18th Congress in Paris.

The St. Louis AFL-CIO and its Ladies Auxiliaries have received awards from "Operation Buddy," a non-profit organization formed in Missouri to send gift packages to servicemen in Vietnam.

The organization presented both with "Patriot in Action" plaques for their efforts in securing financial contributions and gifts for the project.

# "They Sure Are Hospitable!"



Still another indignity has been added to the lengthening list suffered by the United States merchant marine.

Tiny Liberia has become the registered owner of the largest merchant fleet in the world and has pushed the U.S. to third place, behind Great Britain. By the simple expedient of upgrading its fleet by 174,000 tons last year, Britain maintained its second-place position.

America's drop from first in tonnage to third — without even stopping at second place — is cold, statistical evidence of two dangerous attitudes in our own country. One is in government and the other is in private industry.

Far from increasing its tonnage, the United States merchant marine—struggling through still another year with no federal maritime policy and further Administration neglect—continued to lead the rest of the world in scrapping ships and lessened its overall capacity by 464,000 tons, with the junking of 121 aged vessels comprising 806,517 tons, according to figures compiled by Lloyd's Registry of Shipping. This is nothing new; it just gets worse every time a new set of statistics are released—and the Executive branch of our government persists in doing nothing whatever to reverse the alarming decline. When we stop to realize that just over one-third of the registered U.S.-flag fleet of 20,333,000 tons is made up of our near-ancient mothball reserve, the figures are even more shocking.

Most shocking and disgraceful of all, however, is the reason for Liberia's lead in registered shipping. This small Southwest African nation—somewhat smaller in area than New York State—has virtually no maritime needs of its own. The dominance of its flag on the oceans of the world is due almost entirely to the Administration-sanctioned greed and fiscal convenience of giant American corporations.

To these companies—mostly oil empires

—Liberia is the most favored of 17 foreign-flag havens in which they are able to evade their responsibility to the nation which made them the industrial mammoths they have become.

Chief offenders among these are the Standard Oil Company of New Jersey—with its vast network of some 20 subsidiary firms—Standard Oil of California, and the Socony Mobile Oil Company.

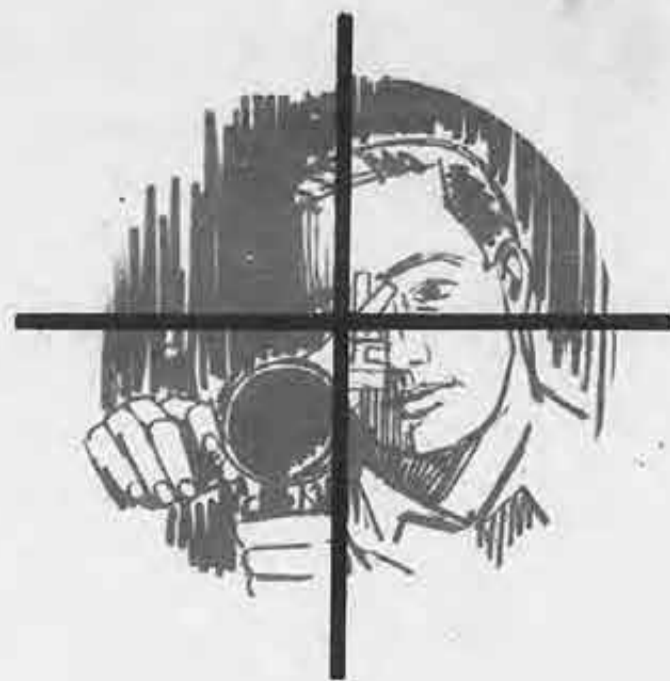
Having amassed fabulous wealth through the American free enterprise system, these companies have chosen to forsake their country and become corporate expatriates as far as shipping is concerned. A dollar is to be saved and at the expense of their fellow countrymen, these money-making machines are saving it.

While the oilfields of Oklahoma, Texas, California and others were expanding their wealth to undreamed of proportions, these U.S. companies were proudly American. But a new generation of big business men conveniently forget—or never knew—where and how they gained their power and seek to save a buck outside U.S. borders and short-change America and Americans.

To evade American taxes, they turn to Liberia and other nations where safety and manning demands are negligible. To avoid paying legitimate American wages to citizens of their own country, they hide under a foreign-flag and man their ships with cheaper alien crews. Considering their imported employees somewhat expendable, they seek further economy by skimping on safety measures.

In the absence of a revitalizing federal program for the U.S.-flag fleet, "run-away" operations by American companies now represent a fleet larger than this country's own. Clearly it is long past time for the Administration and Congress to take some firm action to discourage, rather than condone, such unpatriotic procedures by a significant portion of American business.

# The Right to Bear Arms Pro and Con



WHILE waiting quietly for President Kennedy's motorcade to come down the crowd-packed streets, Lee Harvey Oswald checked his Italian-made Mannlicher-Carcano rifle carefully. It was a fine piece of equipment—quick-firing, long-range, and equipped with a sensitive telescopic sight. It wasn't long ago that Oswald had scrawled the pseudonym "A. Hidell" on a gun order form, and mailed the slip into one of numerous mail-order gun companies in this country. This was the way Oswald received his gun, quite legally, with no law existing that might have prevented that sale. In this way, Lee Harvey Oswald was able to obtain a rifle and ammunition; in this way, he was able to point the gun's muzzle out the window; and it was in this way, that Oswald's mail-order rifle murdered a President and bereaved a nation.

In most states, a person can purchase anything from a starter pistol to a submachine-gun, in person, or, if his own locality prohibits the sale of a gun to him, he can obtain one by mail-order from another locality or state.

But the prospect of limiting the accessibility of guns has provoked strong emotions on both sides of the fence. As of this writing, numerous firearm bills have been studied by Congress but not one has been passed.

Just what are the issues?

## The Extent of Gun Crime

President Johnson, who has been pressing for Congressional passage of strong gun legislation, recently re-emphasized the need for action in a letter sent on September 15 to the Speaker of the House and the presiding officer of the Senate. He told of the late 1966 incident at the University of Texas, in which a student climbed into a building-tower with a legally-purchased mail-order arsenal of weapons, and killed or maimed 44 innocent people. In the 13-month period since that day, Johnson noted, guns were involved in over 6,500 murders, 50,000 robberies, 43,500 aggravated assaults, 2,600 accidental deaths, and 10,000 suicides across the nation. How many guns are in circulation?

In 1966 alone, the President continued, 2,000,000 guns were sold in the United States. An October 1966 study by the Senate Committee on the Judiciary, noted that "Best estimates indicate that there are, within the United States, over 100 million privately owned firearms in the possession of over 20 million citizens."

Who are the users of these weapons?

"Many millions," reports the President's Commission on Law Enforcement and Administration of Justice, "... belong to hunters, gun collectors, and other sportsmen. . . . Many other millions of firearms . . . are owned by citizens determined to protect their families . . . and property" from criminal attack and burglary.

In a nationwide sampling conducted by the National Opinion Research Center, 37 percent of the persons interviewed said that they kept firearms in the household to protect themselves.

Of the two million guns sold last year alone, the President remarked in the September 15 letter, "Many were sold to hardened criminals, snipers, mental defectives, rapists, habitual drunkards and juveniles."

Senator Edward Kennedy cites a recent survey which found that of 4,000 people ordering guns by mail from two Chicago firearms dealers, "one-fourth—or 1,000—of them had criminal records,"

Who are the victims?

With FBI Director J. Edgar Hoover reporting that the use of firearms in dangerous crimes is on

the upswing, the trend of statistics suggest that well over 100,000 Americans will be the victims of gun-crimes this year.

## The Practical Issue

Those who favor gun legislation say that while the effect of our penal system's threat of punishment may hold crime down to a certain extent, the best means of preventing crime in the first place would be to cut off the supply of weapons from potential criminals. With FBI statistics for the first nine months of 1966 showing that about 2/3 of all willful killings in this country are being committed with guns, a huge segment of criminal activity might be severely restricted, they say, if those guns become unavailable to dangerous persons.

There are objections to this idea. Various groups argue that such limitations are unwarranted, would be unfair to the law-abiding citizen, that the wrongdoers would obtain guns illegally with ease, that the causes of crime rather than the instruments of crime must be wiped out, and that abridgment of the "right to keep and bear arms" would be unconstitutional.

The basis for most proposals to control the sale of guns is that the buyer must be licensed, and can only receive his license after having been adjudged law-abiding and showing a specific need for the weapon.

The objections that are being brought against this are the same type of objections that arose years ago concerning another deadly weapon: the automobile. Regardless of the dissent that sprang up, when cars became hazardous to life and property, it became necessary to enforce strict safety measures by requiring that drivers be licensed.

A gun-user differs from a driver in that a gun-user controls a device that was specifically designed to kill; therefore, his intentions concerning the use of it must be considered carefully before it can be sold to him.

At present, according to Senator Joseph Tydings of Maryland, "practically no effective state or federal laws exist to control gun traffic. In nearly every state in the Union, anyone, regardless of his age, criminal record, or state of mind, can buy a gun or order one by mail, using order forms conveniently provided in sporting magazines and even comic books. In almost every state in the Union it is easier to buy a gun than to register to vote. It is easier to buy a gun than to get a driver's license or a prescription cold remedy."

The balancing of rights versus the dangers of violation of rights is the prickly subject that plagued Congress when it passed the National Firearms Act of 1934, the Federal Firearms Act of 1938, and the Mutual Security Act of 1954. None of these three laws provides for a close and effective check of the sales or purchases, or the prospective purchasers' characters, in regard to concealable weapons such as pistols, which are the devices most frequently used in crimes. The same touchy issues are plaguing the national legislature right now, but the pressure for some sort of strong crime-prevention system is building.

The delicateness of the subject is illustrated in an example given by Colorado's Senator Gordon Allott. A young woman who worked in his office "owns a handgun and knows how to use it. . . . About a year ago she was awakened at five in the morning by a noise in her apartment. It subsequently turned out that there was a prowler there. The young lady lives alone and her only real means of protection against lawless elements is the gun, which

she brought with her from Colorado and keeps in her apartment. . . . With that gun she was able to subdue the housebreaker and hold him until police arrived. . . . The man involved has pleaded guilty. . . but I have often wondered what I would have had to tell that girl's parents if she had not had the gun." It is suggested that if a restrictive gun law had been in force in this case, and the young woman had not had a gun, while the prowler might have obtained one illegally, that she might have been law-abiding but also dead. The key to such situations, Allott and several other Senators have pointed out, is in the very careful construction of such laws, which should only prohibit the obtaining of these instruments of death by hardened criminals, the mentally ill, drunkards, felons, etc. In this way, they explain, lawful citizens would not be hampered in obtaining firearms, but in fact would be made more safe by a law that would shrink the threat of criminal attack.

The argument that criminals would obtain guns from other sources, if they couldn't buy them legally, is only partially valid, according to statistics from in the offices of Senators Thomas Dodd of Connecticut and Tydings:

In the 1962-1965 period, 57 percent of all murders in the U.S. were committed with guns. However, in the few states with their own gun laws, gun-murder rates are significantly lower than in other states. Figures for states with controls show that in Pennsylvania, 43 percent of murders were by guns; in New Jersey, 39 percent; in Massachusetts, 35 percent; in New York, 32 percent. On the other hand, states with little or no gun controls showed: Colorado, 59 percent; Louisiana, 62 percent; New Mexico, 64 percent; Arizona, 66 percent; Montana, 68 percent; Texas, 69 percent; and Nebraska, 70 percent.

A question now arises as to why a Federal gun law is needed, if states appear so capable of cutting gun-crime rates themselves. The answer is that they have no way of preventing someone from simply crossing into a state with lesser controls and buying a gun, or from ordering a gun by mail from out-of-state. According to Senator Kennedy of Massachusetts, "Unless the Federal Government regulates gun traffic between the states, even strong state laws will be easily circumvented by interstate gun traffic. In 1963 alone, for example, over a million weapons were sold by mail order. In Massachusetts, which has strong gun laws, the traffic in guns cannot be halted because guns are easily purchased out of state. . . . Eighty-seven percent of the concealable firearms used in Massachusetts crimes came from out-of-state purchases."

## The Constitutional Issue

As Senator Allot puts it, a law that goes too far in its scope and restrictions would be akin to "cutting off the head to cure the headache." While Congress is taking pains to create gun legislation that is practical, effective, and cautious, there are lobbies which immediately claim that the Federal Government has no right to invoke any type of gun-control legislation.

The most powerful and largest lobby, the 850,000-member National Rifle Association, has stated that "firearms legislation is of insufficient value in the prevention of crime to justify the inevitable restrictions which such legislation places on law-abiding citizens." Such lobbies imply that Federal firearms legislation, while ineffectually attempting to protect citizens from the armed criminal, would instead chop off a vital portion of every citizen's Constitutional rights. Not only would this be in total disregard of the document on which this na-





Easy availability of weapons of all types is graphically illustrated by arsenal seized by New York police in Bronx homes and business establishments of four arrested men described by authorities as "right wingers." Here, District Attorney Isidore Dollinger (seated right) and his assistant, Burton Roberts (left), discuss case with newsmen last August. City has since passed strict new gun law.

tion is founded, they say, but it would also open the door to an eventual police state against which there could be no redress.

On the other hand, a long sequence of Supreme Court decisions over the years has affirmed that such legislation is in no way unconstitutional. Three Federal gun control laws (not dealing with control as closely as several currently-proposed laws purportedly would) plus several state and local gun control laws have been in effect for years; all are Constitutional.

In addition, a variety of Federal, state, and local officials and groups have declared that Federal gun legislation, properly constructed, would in fact be a great aid in crushing the growing crime rate. According to Senator Edward Kennedy, some of these include: the President of the United States; the Attorney General; the Director of the Federal Bureau of Investigation; the International Association of Chiefs of Police; the American Bar Association; the National Crime Commission; the country's best police chiefs and prosecutors, and, "I believe, the vast majority of our citizens."

Yet objections to Federally-operated gun controls are still voiced.

At the heart of the matter is the Second Amendment to the Constitution. It states:

"A well-regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed."

The so-called "gun lobby," which includes sportsmen's associations as well as dangerously fanatic groups such as the Minutemen, claim that this Amendment clearly grants the individual an absolute right to purchase, keep, and use guns. The President's National Crime Commission, however, stated that "The U.S. Supreme Court and lower Federal courts have consistently interpreted this Amendment only as a prohibition against Federal interference with State militia and not as a guarantee of an individual's right to keep or carry firearms. The argument that the Second Amendment prohibits State or Federal regulation of citizen ownership of firearms has no validity whatsoever."

In response to such rebuttals, anti-gun-legislation groups have taken to arguing that a "militia" need not be governmentally controlled, and therefore citizens should be able to form their own "militias" and obtain guns without restriction. Proponents of controls point out the trend of history in which the need for such "citizen armies" or "vigilante groups" has vanished, now that the United States has developed permanent, professional, and comprehensive law enforcement organizations—local police, state troopers, the National Guard, the FBI, etc., to provide for internal protection.

Senator Dodd, in explaining the necessity for the firearms legislation he is proposing, said that "former Secretary of the Army, Stephen Ailes, testified that armed civilians are not necessary to the maintenance of the borders' safety, and that they are not a part of any defense plan for this Nation."

Yet a number of extremist organizations, intent on "saving America" from one threat or another, have created their own underground armed forces. Much of their equipment has been legally purchased from private sources (and until recently, government sources) and includes an amazing array of deadly materiel such as machine guns, bombs, and anti-tank guns, in addition to a wide assortment of other implements of war. A group known as the Minutemen was allegedly involved not long ago in a fanatic plot to attack and destroy several New York, New Jersey, and Connecticut camps which it had branded

as "Communist." Fortunately, before the plan could be carried out, the Queens District Attorney's office uncovered the conspiracy and impounded the group's arsenal of tons of deadly devices. If not for the District Attorney's action, many innocent people might have been slaughtered.

Regulation of firearms in this country is provided for in limited degree, by various local, state, and federal laws. At issue is the necessity for stricter and more comprehensive controls which, it is argued, can only be made effective with new Federal legislation.

#### Existing Federal Law

Three major Federal laws concerning guns have been in existence for years.

The first of the existing Federal laws is the National Firearms Act of 1934, applying to machine-guns, short-barreled and sawed-off rifles, shotguns, mufflers, silencers, and concealable firearms (Oswald's rifle was long-barreled and not covered by this legislation) but not pistols. It requires that owners of these weapons register them with the Treasury Department, and imposes taxes on firearms manufacturers, importers, and dealers.

The second Federal law, the Federal Firearms Act of 1938, provides that all firearms dealers and manufacturers whose business involves interstate or foreign commerce must be licensed. They are prohibited from knowingly shipping arms by interstate commerce to any person convicted of a felony or who is a fugitive from justice. Along with more technical provisions, it stipulates that licensed manufacturers and dealers are forbidden from transporting firearms into states in violation of state laws requiring a permit to purchase firearms.

Unfortunately, this particular provision provides no effective machinery for keeping dealers and manufacturers aware of which states and localities have which type of gun-control laws or related crime prevention laws. Thus, they are unable to cope with this very complex situation.

The third major Federal law (there have been a number of minor Federal firearms laws which made slight changes in these and other lesser Federal gun laws) is the Mutual Security Act of 1954, which authorizes the President to regulate the export and import of firearms. Administration of the Act has been delegated to the State Department.

The February, 1967 report of the President's Commission on Law Enforcement and the Administration of Justice, explains that none of these laws prevent a person from simply going to another locality or state to purchase firearms. "Despite the Federal laws, therefore," writes the Commission, "practically anyone—the convicted criminal, the mental incompetent, or the habitual drunkard—can purchase firearms."

#### Existing State and Local Law

With the ever-present dangers of crime, many state and local governments have taken it upon themselves to correct the situation as much as possible by enacting gun legislation.

Of the numerous states with some degree of controls, New York's Sullivan law provides the most stringent. It requires that a license is required not only to purchase a pistol or revolver, but also to keep it in one's home or place of business as well as to be able to carry the weapon. Though the state has no law requiring a license for rifles or shotguns, the Sullivan Law stipulates that they cannot be carried in a car or public place when loaded.

Even this tough law apparently is not satisfactory in preventing crime. Thus, through the efforts of New York City's Mayor John Lindsay, Senator Robert Kennedy, and Councilman Theodore Weiss, the New York City Council has just passed a strict law requiring that all persons owning or buying rifles and shotguns, register them and obtain a license from a new Firearms Control Board. Applicants would be fingerprinted and would be required to state if they had any criminal record or had once been treated for mental disorder, narcotics addiction, or alcoholism. There would be a small fee for registration.

In August, 1966, a strict gun law went into effect in the state of New Jersey. It required, among other things, that applicants for gun permits and identification cards submit fingerprints for a check of any possible criminal record. According to the state Attorney General's office, the check of the 45,771 fingerprints submitted during the first year of operation revealed that 3,167 applicants had arrest records. At the same time, the number of handgun permits issued under the new law rose to 13,279, as opposed to the pre-gun-law figure for fiscal 1965-1966 of 9,000. These statistics, the Attorney General's office explains, present evidence that the new law, contrary to gun lobby objections, is beneficial, fairer to applicants—it allows no favoritism or inconsistencies in issuing licenses and permits.

Still, state and local laws, many say, are just not enough. New Jersey Attorney General Arthur Sills writes: "Certainly the devastation wreaked upon the city of Newark (in the recent riots) . . . is conclusive testimony to the ineffectiveness of our law in preventing the importation of firearms into New Jersey by persons with criminal intent. We know that many of the weapons used by snipers and rioters . . . could not have been purchased legally in New Jersey. . . . If the riot in Newark is not enough to insure an immediate exercise of Congressional responsibility, what more will it take?"

#### Lobbies and Public Opinion

The question is a good one. Congress has been hard put in debating numerous gun-control bills—the Administration bill, the Dodd bill—and many others, and as yet has been unable to pass one. While national opinion surveys show a marked desire for gun laws, these laws apparently have been held back by the so-called gun lobby, a conglomeration of sportsmen's and right-wing groups, dominated in size and strength by a group which the New York Times declared has "organized one of the most successful lobbying campaigns in recent history": the National Rifle Association.

The NRA reportedly has 850,000 members, \$10,000,000 in assets, and, according to the Times, is so well organized for exerting pressure through letter-writing campaigns that it can probably get its huge membership to "hit Congress with half a million letters on 72 hours notice." The NRA's anti-gun-law campaign has been so effective, the Times adds, that except for one significant bill in the state of New Jersey, not one of the more than 500 gun-bills considered by state legislatures has passed.

NRA's executive vice president, Franklin Orth, explained that the NRA "looks upon the vast majority of bills for firearms legislation as the misdirected efforts of social reformers, do-gooders, and/or the completely uninformed. . . ."

In submitting evidence that the NRA and allied groups are the major hindrance to the passage of gun control legislation, Senator Edward Kennedy cites a January, 1967, Gallup Poll which showed that "73 percent of those polled favored a law which would require the registration of a rifle or a shotgun. Eighty-five percent favored a law requiring the registration of pistols. Seventy-five percent favored doing away with all mail order buying of guns. Eighty-four percent felt there should be restrictions on who is allowed to buy a gun. Only 12 percent believed that anyone who wants a gun should be allowed to buy one with no questions asked."

In view of such apparently overwhelming odds in favor of legislation, the lack of a new law appears even more puzzling. Senator Tydings explains: ". . . passage of an effective Federal law has been blocked by a very small, but very vocal, minority, using invalid arguments. The reason this bill has not been passed is that the overwhelming majority of Americans who favor reasonable gun control legislation have not been mobilized to write their Congressman and Senators in favor of such legislation."

"It is indeed amazing," says Senator Kennedy of Massachusetts, ". . . that we continue to tolerate a system of laws which makes it ridiculously easy for any criminal, madman, drug addict, or child to obtain lethal firearms which can be used to rain violence and death on innocent people."

## Addresses Safety Council Labor Body

# Hall Stresses Need to Upgrade Workmen's Compensation Laws

CHICAGO—Since the end of the Korean War, safety standards aboard United States merchant vessels have greatly improved due in large part to union emphasis on comprehensive training programs, SIU President Paul Hall said here recently, but too little protection for injured workers in some other areas, he added, is "disturbing."

"The only way to reduce accidents to their absolute minimum is to create, sustain, and support a serious safety program," Hall told the annual meeting of the Labor Conference of the National Safety Council, and the SIUNA—as "a federation of 40 separate and autonomous district and local unions in the maritime and allied fields—has long pursued this goal in line with national AFL-CIO policy.

However, injuries do occur and "due to the nature of our international union, which encompasses both seagoing and shoreside workers, we often have to come to grips with many different types of issues," Hall said.

Seamen have the protection of the Jones Act, the federal courts and our contracts in regard to claims against employers for damages and loss due to accident and injuries, he said, but "the remedy for our shoreside members is generally through the various workman's compensation acts in the 50 states" and operation of these acts show "a very alarming and disturbing trend."

### The Worker Pays

"It appears that much the larger share of the cost of industrial accidents today is falling on the worker—or on public assistance or private charity—which is far from the original intent of work-

men's compensation," the SIU president declared.

He cited calculations by the Social Security Administration which computed the ratio of workmen's compensation benefits to wages for a worker, disabled at age 40 with a dependent wife and an eight-year-old child, and assuming no increase in earnings or benefit levels from the date of injury to age 65.

Such a worker, Hall stated, "would receive workmen's compensation benefits of less than 35 percent of his assumed wages in 29 states and of 50 percent or more in only eight states and the District of Columbia. In 18 states, he would receive less than 15 percent."

Not only do these figures fail to take into consideration future wage increases the man might reasonably have expected, he continued, but if he lives in a state that restricts medical benefits he may also have to bear part of doctor or hospital bills.

Hall called this situation "a distinct challenge for labor and management both" and warned that if management will not join with labor in appropriate safety programs and accident prevention efforts, and "continues to resist upgrading of state workmen's compensation laws, then the trade union movement must intensify its long-standing effort . . . and seek Federal enactment of workmen's

compensation statutes . . . to overcome the problems" of 50 different jurisdictions over available benefits.

"When today here at home, far from any battlefield, 2.1 million American workers suffer disabling injuries each year because of on the job accidents," he emphasized, "we have an obligation to press hard in this area so that the workmen's compensation system can become a reality in terms of today's wages, needs and conditions."

Hall also briefly described the promotion of safe working practices within the SIUNA.

## Anti-Unionism a Basic Part Of Birch Society Philosophy

Trade Union activities are prime targets for the hierarchy of the John Birch Society, according to a survey just released by the Institute of American Democracy.

The men who are the policy makers of the Birch Society are industrialists with long records of anti-unionism. William Grede, the second ranking Bircher, is a well-known enemy of unions and past president of the National Association of Manufacturers.

Last July 4th, he told a Bircher audience in Boston that citizens "should cross the street to cross picket lines."

Grede has kept unions out of eight of his own nine foundries. He has largely ignored four NLRB union victories and even a court order to bargain. He would not sign a contract with worker representatives in either of two plants, even after being struck for six months on two occasions.

Of the 24 members of the Birch high council, 14 are operating companies whose production workers have not secured the right to be represented by recognized unions.

Under the banner of patriotism, the policy makers of the Birch Society try to discredit those who stand in the way of their realizing enormous profits. Thus, unions which seek to guarantee the rights of the worker and protect his interests find themselves the target of the Bircher's attacks.

"They are annoyed with government, and they constantly seek to discredit the democratic process," notes Charles R. Baker, IAD's executive director.

The usual tactics of the Birchers is to label as un-American those who in any way oppose them. Actually, they themselves are threats to the democratic process and to the democratic structure of unions. The men who run the John Birch Society are accustomed to money and power.

The Birch executive committee is composed of Grede, from Milwaukee; Robert W. Stoddard, of Worcester, Mass., president of Wyman-Gordon; A. G. Heinsohn, Jr., president of Spindale Mills in North Carolina and Cherokee Mills in Tennessee; Col. Laurence E. Bunker (ret.), aide to the late Gen. Douglas MacArthur; and Attorney Robert H. Montgomery.

Wyman-Gordon has repulsed several organizing attempts. Similarly Heinsohn's Mills have turned back several organizing drives and the Heinsohn interests contribute to many right-wing causes, including the radio-TV "forum" of long-time labor foe Dean Clarence Mannion, also a Bircher. Mannion praised Herbert V. Kohler during the famous UAW strike against Kohler Co.

Robert Love (Love Box Co.) and Fred Koch (president of Rock Island Oil & Refining), both of whose companies have no union representation, have gained prominence in right wing circles. In 1958 they helped to gain passage of a right-to-work law in Kansas, when both industrialized California and Ohio turned down similar measures.

Other anti-union members on the Birch Council are John T. Brown, vice-president of Milwaukee's Falk Corporation; Tom Anderson, biggest U.S. publisher of agricultural and ranch magazines; Arizona banker Frank Cullen Brophy, who also heads the Libbey Fruit Packing Company; and N. Floyd McGowin, president of the W. T. Smith Lumber Co., in Chapman, Ala.

Some companies which advertise in Birch publications are: Grede Mills, Kwik-Lok, Falk Co., Tom Anderson Publishers, Spindale Mills, and Rock Island Oil. The Allen-Bradley Co. once headed by JBS supporter Harry L. Bradley, is one of the largest contributors.

## The Pacific Coast

by Frank Drozak, West Coast Representative



Governor Ronald Reagan has been requested to call a special session of the State Legislature to discuss the Medi-Cal situation.

Senator George R. Moscone, San Francisco Democrat, suggested that the Medi-Cal program be made a subject of inquiry in a call for a special legislative session on November 6. Another San

Francisco Democrat, Assemblyman John Burton, stated that "had the Reagan Administration been honest with the legislature, we would not have had this problem."

The Governor was aware of the fiscal problem in the Medi-Cal program, Burton said, but waited until the legislature adjourned before announcing the cutbacks. "The true anti-people philosophy of the Reagan Administration showed through with a vengeance," Burton said.

According to Burton, "the whole thrust of the Reagan approach is economic when it should be medical; an attitude regarding

the aged sick as fiscal items on a ledger sheet, rather than human beings on Medi-Cal.

Moscone added that the medical profession, hospital administrators and pharmacists were "carrying an unfair burden."

The two men were joined in their call for a special session by Democratic Assemblymen Edward Elliot, Robert Morett and John Miller, all members of the Assembly Social Welfare Committee.

### Seattle

Shipping has slackened off some, but the outlook is good.

We have paid off five ships and signed on six.

Donald Forrest just completed a steward's job on the Anchorage.

David Sykes said he had a pleasant trip on the Enid Victory

as a bosun. The ship made the Vietnam run.

Floyd Jarvis just left the Elizabethport where he had the bosun's slot. A 20-year SIU man, Floyd will be ready to go in a week or so.

### Wilmington

Les Wolfe just returned from a long trip on the Mount Washington as pumpman. He won't waste much time on the beach and told us he will take the first chief pumpman's job to hit the boards.

Bob Schoolcraft came back from the Gulf Area to register for a cook's job. With shipping so good, he should be at sea soon.

## SEAFARERS LOG

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## Labor's Contributions to Boy Scouts Cited by Bill Moody in Magazine

WASHINGTON—Scouting in America looks to union members for help and finds "a strength of response that is quietly given but difficult to equal," William Moody, Boy Scouts liaison with AFL-CIO Community Services, observed in the October issue of Scouting magazine.

Prior to his appointment in 1965 as Boy Scouts liaison man, Moody served as Gulf Region Safety Director for the Safety Education Program jointly sponsored by the SIU and their contracted companies.

Active in maritime and labor affairs in Louisiana, he also served as secretary-treasurer of the Greater New Orleans AFL-CIO and secretary-treasurer of the New Orleans Maritime Trades Council.

Moody—who as a youth was an Eagle Scout himself—cites a number of examples "of the effort unions and union members are willing to put into Scouting." Among them are:

- Sharon, Pa., members of building trades unions donated their time during the 1966-67 winter to erecting an administration building at Scout Camp Hank Forker.

- Twelve union locals in Colorado provided the labor to build the entire 400-acre San Isabel Scout Ranch near Pueblo. The project included 11 campsites, powerlines, a storage building, a

health lodge and two miles of road.

Now the unions are pledged to build additional camp facilities as soon as funds are available. Their only qualification for volunteer work is that no supplier make a profit on materials. The value of the labor to date has been estimated at more than \$100,000.

- The Honolulu building trades council contributed labor valued at \$180,000 to develop a Scout camp.

### Union Locals Help Out

Moody also lists examples of union locals contributing cash gifts to various Scout councils throughout the nation. In Chicago, more than 100 unions donated \$183,000 to a program that expanded Scouting for poor boys and those physically handicapped.

He also cites union sponsorship of camp scholarship programs, Cub Scout packs, Boy Scout troops and Explorer posts.

Last year it was estimated that AFL-CIO affiliates sponsored about 250 units across the nation in the three categories. Moody further reports that a survey has found that 25 percent of the more than 1.4 million adult leaders in Scouting are union members.

## Life on the High Seas



More "under this world" than "out of this world," the specially-equipped Perpendicular Ocean Platform, left, supports a trailer housing instrumentation for government projects such as missile-tracking. Most of the "POP" is underwater, something like a ship standing on end and anchored to the ocean floor. The trailer is kept high above the sea, safe from churning waves and gale winds. This "POP" is just off Santa Cruz Island, near Goleta, California.

## Folksinger Woody Guthrie Told the Story of Labor

**NEW YORK**—Woodrow Wilson Guthrie—"call me Woody"—great folksinger composer of a thousand songs of labor and the downtrodden is dead at 55.

For the last few years he had been immobilized by a blood disease, unable to read, speak or use his hands.

From the hard-bitten days of the depression and the Dust Bowl, Woody Guthrie's rasping, nasal voice and talented fingers on a beat-up guitar gave meaning and feeling to the aspiration of the poor and outcast.

He carried their message from any platform available—box cars, saloons or Carnegie Hall, as he wandered the length and breadth of America.

He came out of the Dust Bowl of Oklahoma and as a youngster knew starvation and oppression and they were his enemies.

Woody early took up the cause of the working people and their fight for unions. He was horrified when he saw, first hand, the "beating and sluggings and the cheatings and the killings that workers go through when they said they were going to form them a working man's union."

In the spirit of Joe Hill, he pleaded with workers to organize: "So write us out our union card. Organize, we'll all fight hard. Time to fight those hunger blues away."

As he roamed about the country Woody Guthrie went to North Carolina in 1929, to Marion where courageous workers and their families held out against hunger and evictions for nine weeks in a strike.

They went back with great promises from management but when none were delivered they walked out again and six strikers were killed by the sheriff and his deputies. In his song of the Marion Massacre, Woody Guthrie put into words and music the anguish and suffering of these people and their fight merely to exist.

He captured the same deep emotions in Detroit during the sitdown strikes and in the coal mines of Kentucky and in the dust storms of his native Oklahoma and in the "grapes of wrath" of California.

He wrote such songs as "On the Picket Line," "Union Maid," "Sit Down," "Write Me Out My Union Card," "Hard Traveling" and hundreds more.

One verse in "Union Train" went:  
 There's a Union Train a comin'  
 Down that Union track—  
 Ain't no scabs ride this train  
 Or hold that Union back.

"I ain't no writer," he once wrote. "I want that understood. I'm just a little one-cylinder guitar picker. But I don't get no kick out of these here songs that are imitation and made up by guys that's paid by the week to write 'em up. . . ."

He said that he wanted songs that "will echo that song of starvation till the world looks level—till the world is level—and there ain't no rich men, and there ain't no poor men, and every man on earth is at work and his family is living as human beings instead of like a nest of rats."

Probably his best known song was "This Land is Your Land" in which he sang of the wonders of the mountains and wheat fields and redwoods and Gulfstream waters of our land.

But the songs that apparently meant the most to him were about working people—or as the title of his book with Pete Seeger and Alan Lomax spelled it out—"Hand Hitting Songs for Hard-Hit People."



Woody Guthrie

## Bill Goes to Senate for Action

# House-Passed Meat Inspection Bill Fails to Provide Adequate Protection

**WASHINGTON**—The House voted to put states rights above consumer rights and refused to extend federal meat inspection to billions of pounds of meat and meat products now exempt.

It approved, 403-1, a bill to encourage—but not not compel—states to set up effective inspection programs for meat slaughtered and sold within the state.

It rejected, on a non-record 140-98 vote, the extension of federal meat inspection which had been sought by labor, consumer groups and the Administration.

Twenty-two states have no meat inspection law and many of the existing state laws are lax and poorly enforced. Recent Department of Agriculture surveys of plants exempt from federal inspection have described in stomach-turning language filthy plants and putrid meat.

The consumer protection fight now shifts to the Senate, where Senator Walter F. Mondale (D-Minn.) has introduced a bill to extend federal inspection to the exempt plants.

The bill sent to the House floor by the conservative-dominated Agriculture Committee was a step forward—but a much smaller step than the labor-consumer coalition had urged.

## Big Increase In White Collar Union Organizing

**WASHINGTON**—White collar workers voted for union representatives in nearly 64 percent of the 500 elections conducted in such units by the National Labor Relations Board in the first half of 1967.

The statistics, reported by the Bureau of National Affairs in White Collar Report, reflect a "rapidly accelerating increase" in the unionization of clerical, technical, sales, and other workers in private industry, the publication said.

The 500 elections were almost double the figure for last year's first half and close to the 580 elections for all of 1966. This year's totals showed unions won 319 elections among 7,045 employees—both figures close to 12-month totals for last year, according to BNA.

This is the first reporting period in which white collar union gains have exceeded 50 percent, it said.

### 'Dramatic Strides'

AFL-CIO Organizing Director, William L. Kircher, said union membership growth among white collar employees has continued to make "dramatic strides" during 1966 and 1967.

He cited Bureau of Labor Statistics studies showing that unions added 300,000 such members in the 1962-64 period. While a final report is not yet available for the 1964-66 period, recent BLS studies indicate that three white collar unions alone accounted for a membership increase of 180,388 during the 1964-66 period. This, Kircher noted, is "nearly two-thirds of the total record rise for all white collar membership during the previous two-year period."

It modernized the 60-year-old Meat Inspection Act and set up a federal grant program to pay up to 50 percent of the cost for any state which establishes an inspection program meeting federal standards.

Leading the fight for a stronger bill were Representatives Neal Smith (D-Iowa) and Thomas S. Foley (D-Wash.). Their substitute included everything in the committee bill—but also extended federal inspection to plants doing at least \$250,000 a year business, even if it were all in the same state. This would have raised the portion of the nation's meat subject to federal inspection from 84 to 97 percent.

Although some city and suburban Republicans spoke out for the Smith-Foley bill, the House Republican Policy Committee crushed the hopes for its enactment shortly before the vote by taking a party-line position against it.

The 140-98 count was a teller vote, in which a head count is taken but there is no record of how each congressman voted. Of the 404 congressmen who were recorded on the non-controversial final passage vote, 166 were absent for the teller count.

The President's consumer adviser, Betty Furness, issued a statement on the eve of the vote reiterating the Administration's support for the strengthening amend-

ments and calling on Congress to "give the American housewife the added protection she demands and deserves."

Thousands of people are stricken each year with intestinal diseases traceable to unwholesome meat, Miss Furness declared. "It is clear that the health of our citizens can no longer depend on where meat is processed and sold," she said.

But the House, dominated by its conservative coalition, wasn't listening.

The continued antipathy of the House majority to the Administration program prompted speculation of an early adjournment. But the "quit before Thanksgiving" talk faded somewhat after President Johnson called in House and Senate leaders to urge action on a greater portion of the Administration's program.

Johnson later told newsmen he was "greatly distressed" at the congressional slash in the model cities funds from a requested \$622 million to \$312 million. But it was at least a "beginning," he said.

The President also said he has not abandoned hope for a tax increase, despite the hostility of the House Ways & Means Committee.

A Senate Labor subcommittee decided to hold hearings on the union-backed site picketing bill early in 1968, abandoning earlier hopes of completing the hearings before adjournment.

## SIU Pacific District Vessel Wins Gallant Ship Award

**WASHINGTON**—The SIU Pacific District-contracted President McKinley has been designated a "Gallant Ship" for her part in the rescue last January of ten survivors from the sinking Chinese freighter Kwong Shun off the island of Luzon in the Philippines.

In making the announcement of the citation, Acting Maritime Administrator J. W. Gulick said Captain John F. Bohle of the McKinley maneuvered his ship close to the stern of the Kwong Shun, "moving in heavy seas made extremely hazardous by floating logs from the sinking vessel's cargo. As survivors jumped overboard from the rapidly sinking ship, hoping to swim or drift to life rings and lines rigged over the side of the rescue ship, the McKinley drifted close to the men in the water and crew members bravely descended Jacob's ladders into the water to snatch them from the perilous sea." Fifty crew members were given citations for meritorious service in the American merchant marine.

The President McKinley, a C-3 owned by American President Lines, Ltd., was enroute to Japan when she received a distress call from the Kwong Shun which was in danger of sinking following the flooding of a forward hold. The McKinley altered course and reached the stricken vessel on the

morning of January 6, 1967.

### Lifeboat Capsizes

The crew of the Kwong Shun had begun abandoning ship, but a lifeboat capsized and spilled the men into the sea. Survivors were forced to scramble back aboard their sinking vessel and huddle on the stern deck.

A designation as Gallant Ship is the highest award the United States government can bestow on a merchant vessel. The McKinley is only the 24th ship to be accorded the honor since 1939 and the 15th to be designated since the end of World War II.

The citation on the plaque presented to the ship reads in part: "The courage, resourcefulness, expert seamanship and team work of her master, officers and crew in successfully effecting the rescue of survivors from a sinking ship under extremely hazardous conditions have caused the name of the President McKinley to be perpetuated as a Gallant Ship."

In addition to the plaque, unit citations and ribbon bars for the master and each member of the crew also were awarded.

### SIU Lifeboat Class No. 188 Graduates



These Seafarers have just received their lifeboat tickets after passing Coast Guard examinations. The men graduated from the SIU lifeboat school at Mill Basin, in Brooklyn, on Oct. 17. Kneeling is Catalino Gonzalez. In the front row, L-R, are: Joe Oliveri, Rafael Hernandez, Angelo Vablia, and Ray White. In the back row: Instructor Paul McGaharn, Ed Cruz, Mike Yuhas, John Cruz and Walter Harris.

### SIU-Crewed Jasmina Bucks Storm To Rescue 18 German Seamen

(Continued from page 2)

boat had to be guided by the ship's whistle—one blast to starboard, two to port and three straight ahead.

The last of the three bodies recovered was sighted two hours later and the same procedure was followed with AB Feyrl Ammons and Messman James Stokes joining Gilleland and the two officers in the lifeboat.

#### Survivors Transferred

Gradually the weather cleared and by 6 p.m., a total of 11 ships had arrived in the search area, but no further signs of the Fiet Schulze's crew were found. The Jasmina, completely alone and at the height of the vicious storm, had already accomplished all that could be done.

Several other vessels operated by the Fiet Schulze's owners, Deutsche Seereederei of Rostock, East Germany, had made their way to the scene but the survivors and bodies were transferred to one of the company's passenger ships, the Volkerfreundschaft, at 7:20 p.m. The Volkerfreundschaft was formerly the Swedish ship, Stockholm, which rammed and sank the Italian luxury liner Andrea Doria several years ago.

#### Keeping Up



Paul McDaniel of deck department catches up on the latest shipping news in New York Hall.

## 'Mad Bear' Anderson Continues Fight To Preserve Indian Reservations

Most people know of the American Indian only through movies and television, but Seafarer Wallace "Mad Bear" Anderson, a full blooded Indian, knows the real problems faced by his people in the United States today.

Mad Bear has been elected chairman of the newly-revived General Council of the Tuscarora Indian Reservation in upper New York State near the town of Sanborn, N. Y. The Council has been revived,



Anderson

Mad Bear explained, to carry on the fight against Government legislation which would bring about the end of Indian reservations. The last time the General Council—popularly called the People's Council—was in session, was during the Indians fight with the New York State Power Authority over rights to Indian lands.

The Tuscarora Council is meeting and working with members of the Seneca Indian Nation who have already been displaced from the Alleghany and Cattaraugus reservations. Anderson said the plans to outlaw the reservation and force the Indian to assimilate is "tantamount to genocide."

"There would be no community life for the Indian," Anderson stated by phone from Sanborn. "The Indian wants segregation. He wants his life on the reservation. It would be legally and morally wrong to force him off the land. Those Indians that do want to leave are free to do so."

Brother Anderson said that the Government should honor its treaties with the Indian and let him stay on his land. There's not much land left for him and land is sacred to the Indian, he pointed out. Anderson just completed an 11,782-mile tour of Indian reservations throughout the country as a member of the "North American Indian Unity Caravan."

#### Unbelievable Poverty

"Some of the poverty we saw in the Midwest and Far West was unbelievable," he stated. "The U.S. Bureau of Indian Affairs, which governs Indian life still deprives the Indian in many ways. White ranchers are permitted to lease Indian land for as little as 75¢ to \$1.50 an acre. The Indians are swindled, can't work their land and have little say in their affairs. There are also many natural resources on Indian land, and large corporations want these resources," Anderson pointed out.

Mad Bear explained that during the previous session of the People's Council, the New York State Power Authority was attempting to invade and take over a section of the Tuscarora Reservation near Niagara Falls. The Power Authority sought to build a reservoir on Tuscarora land.

This would have flooded a sizable portion of the reservation, so the Indians organized civil disobedience tactics. Indian men, women and children would lie down in front of Power Authority bulldozers and other equipment. When they refused to move, they were arrested, but others took their place.

The Supreme Court ruled in 1961 that Indian land could be used for a reservoir. The decision was by 6 to 3 and stated that the Indian would benefit, but this has not been entirely so.

A firm believer in the Indian way of life, Mad Bear's opposition to "renegade Indians" who want to assimilate, extends to schools, where he is in favor of Indian-run schools on the reservations, complete with textbooks in the Indian language. New York State books give a false picture of the relations between the Indian and white man in the state, he claims.

Brother Anderson's interest in Indian affairs extends into Canada where he was "acting field general" of the Indians attempt to control their own lives at the Six Nations Indian Reservation at Grand River.

Mad Bear said that the Indians of Canada are generally treated better than their U. S. counterpart. "A service veteran gets \$2,500 from the Government toward the building of a home," he said. "He must submit his plans first, but at least he gets something."

#### Refuse to Pay Taxes

In New York State, the Iriquois Indians have refused to pay State income taxes and State thruway tolls. They claim that the state has no authority over them as they are an independent nation. They have a treaty relationship with the U. S. but are not subject to state or even Congressional authority.

Mad Bear's group maintains close relations with other Indian tribes, such as the Seminoles of Florida, the Hopi of Arizona, and Latin American Indians. Seafarers remember a visit Mad Bear arranged to the New York Headquarters by the Hopi tribe in 1964. They staged some tribal dances for the Seafarers in the New York hall.

Although busy with his work on the Council, Mad Bear said he has no intention of leaving the

sea. "I'm planning on sailing again shortly. I last sailed on the Manhattan and left that ship in March. I guess I acquired a taste for the sea during my time in the Navy." He sails in the deck department.

Mad Bear has spent some 20 years at sea, but has interrupted his sailing career to devote much time to his work on behalf of the Indian.



**CHATHAM (Waterman)**, August 12—Chairman, Sidney A. Garner; Secretary, Sidney A. Garner. Some disputed OT in engine department, otherwise everything is running smoothly with no beefs. Vote of thanks to the former ship's delegate, Brother Charles Hebert, for doing a good job for two trips. Vote of thanks to the steward department for the good feeding.

**LONGVIEW VICTORY (Victory Carriers)**, October 25—Chairman, E. W. Carter; Secretary, H. Huston. Brother E. W. Carter was elected to serve as new ship's delegate. Some disputed OT in deck department.

**SEATRAN SAVANNAH (Seatrains)**, October 8—Chairman, D. Robinson; Secretary, C. Vaughn. No beefs were reported by department delegates. Brother James M. Masters was elected to serve as ship's delegate.

**SS NORINA (Marine Traders)**, October 28—Chairman, Charles W. Thorpe; Secretary, Lawrence J. Crane. No beefs were reported by department delegates.

**TRANSWESTERN (Hudson Waterways)**, September 15—Chairman, F. Fletcher; Secretary, George Dackie. No beefs and no disputed OT reported. Motion made to send letter to headquarters regarding condition of galley and deck.

**EAGLE TRAVELER (Sea-Transport)**, September 7—Chairman, Ernest W. Pierce; Secretary, W. A. Essler. Discussion about sending a wire to Frank Boyne in Yokohama concerning the extension of articles granted ship, and for clarification as to who can stay on, and the payment of transportation to the United States, \$10.00 in ship's fund. No beefs and no disputed OT reported by department delegates.

### Jim & Jo Visit SIU Headquarters



Seafarer James Chianese brought his two children to the New York hall, recently. James, Jr. is two years old and daughter Jo Anne is three. A chief pumpman, he last sailed aboard the Azalea City.

### Union Helped Out In Time of Need

To The Editor:

I think I should write you a personal letter of thanks for the way my Brothers of the SIU have treated me since the ill-fated sinking of the Pan Oceanic Faith.

Frank Boyne in Yokohama was a constant source of help when I was there, and I might add as soon as the ship had been cleared, he was the first one up the gang-way. In San Francisco, Pat Marinelli met me at the airport. From then, until I flew to Houston, Pat and Ken McGregor took very good care of me.

## LETTERS To The Editor

Just knowing they were there was a big help to me. I have to fly back to the West Coast for the Coast Guard hearing. I told Ken McGregor that I would like to go to the lifeboat school in New York. He said that as soon as the hearing was over, he would see if it could be arranged.

I believe you can understand why I would like to get the lifeboat ticket before I go to sea again. In closing, I would like to say again that I appreciate very much the concern the Union has shown for my family and myself, in our time of need.

Sincerely,  
Lewis Grey

### Welfare Plan Tops, Says SIU Veteran

To The Editor:

Our welfare plan can't be beat. Just think what wonderful things our welfare plan does for us. Free clinics, sick pay, vacation money, free meals for those that retire, eye glasses and medical care for the family.

Being a member of the Seafarers Union is to be proud that through effort our dues come back more than double in many ways. I therefore hope that all members will join with me and take our hats off to the wonderful union and welfare plan we have.

William J. McKay  
New Orleans

### Extends Thanks In Hour of Sorrow

To The Editor:

I would like to express my greatest thanks to the Seafarers International Union, the G and H Towing Company and the many friends of my late husband, during my hour of sorrow.

Mrs Katie Nyberg  
Galveston, Texas

### Father-Son Team Say SIU is Best

To The Editor:

My son and I are in Vietnam. This is his first trip on a Merchant Marine ship.

He is a fireman and prior to that he was in the Navy. His

name is Jerry and he plans on getting enough time sailing on SIU ships to take advantage of the engineering school. I am a book man and have been sailing on SIU ships since 1953. Jerry is real thrilled by the way the SIU treats their members, and as for myself, there never was or will be a better union.

Sincerely,  
Clyde Van Epps

### Average Citizen Taxed Unfairly

To The Editor:

While our elected union officials are doing a good job with wages and other benefits, I note with interest the increased pressure put on salaried wage earners for more taxes, both direct and indirect, which seem to offset our wage gains in the amount of goods that we may buy with what is left of our take home pay.

We must realize that the cost of living has doubled since 1951, but we are only allowed the same \$600 in income tax exemption per person and it is getting increasingly harder to support a dependent for a mere \$600. Should a wage earner get behind in his income tax, he is going to pay the IRS interest at the rate of 6 percent on the balance owed, but at the same time we see the U. S. Government turn around and charge an interest rate of only 2.5 percent interest for the use of import-export Bank loans for overseas buyers of American products.

AFL-CIO President George Meany recently told Congress that the restoration of 7 percent income tax credit for new business investment this year has given Wall Street corporations a \$2 billion annual cut. Also, Meany stated that "tax loopholes of special privilege for wealthy families and corporations are numerous and notorious."

Sincerely,  
Alan Green

### Retired Seafarer Enjoying Life

To The Editor:

The recent increase in our pension is greatly appreciated and will be a big help with increased living costs and incidental expenses.

A new roof for my house took money I had planned to use for a outboard motor, but now I can purchase the motor sooner than planned. Fishing has been good, with king mackerel making a showing off-shore and they will move into the bays and sounds with cooler weather.

I enjoy the winter baseball instructional league and many big league scouts are on hand for the games. Genial Bob Howsam, General Manager of Cincinnati has been down for the games. He wants to go fishing with me if we can arrange it.

Bennie Gonzales is improving slowly from his illness and is around the Tampa hall daily for several hours. I know his many friends will be glad to learn that he is so much improved, even though he will have to take it on the slow bell for a time.

Sincerely,  
Paul Gladden, Sr.  
Tampa

# From the Ships at Sea

A Seafarer on the *Del Oro* (Delta) escaped drowning in the waters of Port Matadi in the Congo, W. H. "Red" Simmons writes. Gregory Howard, an OS, wanted to go swimming in the Congo River but did not realize that the river has an 11-mile-an-hour current. Howard was caught in the current and a tug boat and police boat had to be used to haul him in, Simmons reported. Seafarers will not be doing much swimming in the Congo River anymore, according to Brother Simmons.



Simmons

Simmons who sails as steward, thanked the crew for expressing their gratitude to his department for their fine food and service. Ship's delegate R. H. Taylor writes that the voyage has been a good one with plenty of co-operation from all hands. The whole crew worked with bosun Walter Colley in "good old SIU style, bringing in a clean ship and no men logged. Ship's treasury totals \$31.08. The payoff will be in New Orleans.

A motion was made by D. C. Gay that all seafarers on the *Saint Christopher* (Victory carriers) who purchase articles from the slop chest or make draws, should sign the log book so a record can be kept.



Collier

Meeting Secretary Ralph Collier reports that it has been a good voyage and that articles will run out in a few weeks. "An SIU ship is a clean ship, leave it that way for the new crew," was the reminder passed along to the crew, Brother Collier reported. A vote of thanks was given to the steward department for the good chow and service. Ship's delegate Edward Ellis told the men that the payoff date was set for Subic Bay, but might be changed. "Some of the best men I have sailed with" made up the crew, Ellis told his shipmates. "Thanks for making my job as ship's delegate easy," he stated at the meeting.

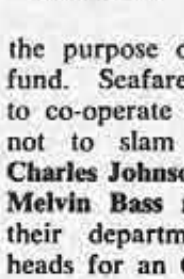
### Money Due

Texas City Refining, Inc., is holding unclaimed wages for the following Seafarers:

William S. Allen, Darroll W. Barnette, William R. Corry, Edward G. Gorman, James L. Hart, Marchel V. Howton, Floyd Jenkins, Philip Korol, Donald E. Mackey, John D. Mannell, James W. McFarlin, Phillip R. Serpas, John L. White and Theodore H. Wright.

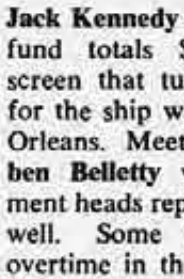
The Seafarers listed above are urged to forward to the company a written request giving social security number, Z number, and instructions regarding payment. All correspondence should be addressed to: Mr. M. R. Dowdy, Marine Accounting Supervisor, Texas City Refining Inc., Marine Division, P. O. Box 1271, Texas City, Texas 77590.

Thomas Markham was requested to continue as ship's delegate on the *San Juan* (Sea-Land) because of the fine job he was doing. Meeting Secretary Calvin De Silva reported. De Silva reports that Markham suggested an arrival pool for the purpose of starting a ship's fund. Seafarers were reminded to co-operate with delegates and not to slam doors. Delegates Charles Johnson, Jose Rivera and Melvin Bass report no beefs in their departments as the ship heads for an Oakland payoff.



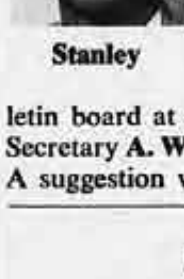
Markham

Ship's delegate Jean Latapie reports from the *Del Norte* (Delta) that the Captain "congratulated the men on their fine performance in putting the fire out in the dunnage." Thanks to the fine work, damage was kept to a minimum. Movie director Jack Kennedy said that the movie fund totals \$391. The movie screen that turned out too large for the ship was returned in New Orleans. Meeting Chairman Reuben Bellety writes that department heads report things are going well. Some trouble equalizing overtime in the deck department, but the problem is being straightened out, Bellety reports.



Kennedy

Meeting Chairman George Stanley reports from the *Halcyon Panther* (Halcyon) that they "have a good crew and everything is shaping up." Bill Padgett has been elected ships' delegate. A motion was made to have the repair list posted on the bulletin board at all times," Meeting Secretary A. W. Hutcherson wrote. A suggestion was made that Sea-



Stanley

farers use the water level on the washing machine at all times, Hutcherson wrote. The ship's treasury has \$26.

His shipmates on the *Steel Navigator* expressed their thanks to B. R. Kitchen, bosun, and his deckmen for "a clean ship, smooth trip, and a job well done," meeting secretary clerk J. T. Spivey reported. Coming in for their share of thanks were deck department men, Frank Balasia, Frank Gages and R. De Boissiere. A vote of thanks was extended the steward department for their fine work, with the steward receiving special praise for his excellent job. Meeting secretary R. R. Macaraeg writes that two men were hospitalized in Mombassa.

### Observe Korea Shore Leave Rules

The Korea Maritime Company has advised SIU-contracted shipping companies of a tightening of Immigration Rules pertaining to shore leave for merchant seamen. An excerpt from the new rules states in part:

"For your guidance and information, we have to bring to your notice that the local immigration authorities at Pusan and Inchon have recently adopted a new regulation, effective May 1, 1967, whereby an alien crew member may be imposed a fine not exceeding W200,000 (U. S. \$740.74) for failing to rejoin his vessel prior to departure from Korean ports."

All Seafarers are urged to comply with the rules. In view of the new regulations, Seafarers should make sure they are aboard their vessel prior to the time of departure, and avoid any trouble with officials over this matter.

### Registering For Upgrading



Taking advantage of the SIU's upgrading program is Seafarer Joe Fenoy. He is registering for QMED with SIU Rep. Pete Loleas, and hopes to earn a fireman-watertender's endorsement very shortly.

# SIU Veteran Takes Sea-Air Route To Visit Brother In Viet Highlands

Seafarer Arthur Andersen is no stranger to the Vietnam run. The veteran SIU member has been making trips to the area since 1960 and the voyage had become pretty routine until a recent trip gave him an opportunity to visit his brother Raymond, who is stationed in the central highlands of Vietnam.

"I was on the Free America and when we landed at Cam Ranh Bay, I thought I'd go and visit my brother Raymond, an Army specialist." Brother Andersen was able to get a ride on an Air Force cargo plane to Anke, in the area where Raymond was stationed.



Andersen

"He was in the mess hall when I came in and had no idea I was coming. I spent two days with him as a guest of the Army." An Army veteran himself, Brother Andersen also has a brother Richard who served in the Army and another brother, Donald, who served with the Navy. Donald formerly sailed with the SIU and now works ashore.

The morale of the servicemen is high, Brother Andersen said. "Sure, they want to come home," he said, but they have a dedication to the job they are doing. "I believe in this war," Andersen said.

Brother Andersen didn't find the sounds of mortar and artillery fire in Vietnam annoying. "It isn't as bad as the unloading operations aboard ship," he said.

### Coffee Open House

"I spent a lot of time taking pictures of the guys in my brother's outfit. I gave them the snapshots, so they could send them home. In fact, one mess Sargeant was so pleased he told me it was open house for coffee any time I wanted it. Just help yourself, he said."

Andersen also sent some shots of himself and Raymond to their parents. "They didn't know we would see each other," he said. The two men wrote home on the same letter, signed it and included some photos.

Andersen, a FOWT, joined the union in 1956 in the port of San

Francisco. He went to Korea in 1950 aboard the Robin Kirk, "one of the first ships to go to the war zone."

Brother Andersen is not without some complaints, however.

"I think we could get a fairer shake from the military," he said. "For one thing, seamen are not allowed PX privileges. My ship

carried ammunition and we risked our lives. We should at least have the right to buy cigarettes, some film, a little beer or some candy bars. They could put a \$20 restriction on purchases and make the seamen show their identification cards. But they should have more opportunity to make some purchases."

## PERSONALS

### Matthew Neven

Your sister, Mrs. Margaret Hurst would like you to get in touch with her as soon as you can. The address is Argyle Head, Yarmouth, Co., Nova Scotia, Canada.

### Vincent Zen

Please contact your mother, Mrs. E. Zen, C/O Magnhild Gullkrona, 253 Cumberland St., Brooklyn, N.Y. She is anxious to hear from you.

### Manfred Siegfried Von Leuschner

Please contact your wife, Helga, at 7364 Hollywood Blvd., Hollywood, Calif. 90046.

### Michael Callas

Please notify Leonard Morrow, Esq., at Zemlock & Zemlock, 160 Broadway, New York, N.Y. 10038.

### Gerald R. Scharrel

Contact your brother, Leo, at A. P. Green Refractories Co., Hedley St. & Delaware River, Philadelphia, Pa. 19137, at your earliest opportunity.

### Robert A. McLeod

Please contact Cassie Matheson as soon as possible. The address is 1658 Sacramento St., San Francisco.

### Friends of Richard Daniels

His family informs his friends and shipmates of his recent death.

### Rafael Hernandez

Please call Gloria at 625-6311. She would like to hear from you.

## SIU ARRIVALS

Simmela Leske, born September 9, 1967, to the Fred M. Leskes, Duluth, Minn.

George Frederick Gordon, Jr., born August 18, 1967, to the George Gordons, Chester, Pa.

Steven A. Todd, born September 10, 1966, to the James O. Todds, New Orleans, La.

Linda Marzett, born September 10, 1967, to the Grant Marzett, Mobile, Ala.

### 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.

Mildred Marie Thomas, born August 31, 1967, to the Jamie G. Thomases, Pensacola, Fla.

Jo Nell Boyd, born August 26, 1967, to the Robert M. Boyds, Brookhaven, Miss.

Michele Ayala, born September 12, 1967, to the Kiam Ayalas, Brooklyn, N.Y.

Susan Dianne Myrex, born September 15, 1967, to the Luther Myrexes, Prichard, Ala.

Phillip Grasso, born September 24, 1967, to the Basil J. Grassos, Baton Rouge, La.

Tracy Evan Lawrence, born October 15, 1967, to the Herbert D. Lawrences, Norfolk, Va.

Brian Cousineau, born October 4, 1967, to the Lorn Cousineaus, Alpena, Mich.

Carl Andrew Bergstrom, born September 5, 1967, to the James F. Bergstroms, Davis, W. Va.

## FINAL DEPARTURES

Oliver Saunders, 41: Brother Saunders died on Sept. 19, while at sea off the coast of Japan. He was a crew-member on the Cities Service Baltimore. A member of the engine department, Brother Saunders sailed as FOWT and pumpman. A native of Key West, Fla., he resided in New Orleans. Saunders served in the Navy during World War II. He joined the SIU in New Orleans. Burial was in Mississippi.



Edward Browning, 44: Brother Browning died on August 5 in Logan, West Va. A resident of New Orleans, he joined the Union in that port. He was a member of the deck department and sailed as AB and deck maintenance. Browning served in the U.S. Navy for six years. Surviving is a daughter, Mrs. Sheila Clarke of Miami. Burial was in Vista Memorial Gardens in Dade County, Fla.



Gordon Finlay, 78: A heart ailment claimed the life of Seafarer Finlay, who died Sept. 30 in Slidell Memorial Hospital, Slidell, La. He was on an SIU pension at the time of death. Brother Finlay was born in Canada and made his home in Slidell. An AB, he last sailed on the Seatrain New Jersey. He joined the SIU in the port of Baltimore in 1939. Surviving is his wife, Dorothea. Burial was in Forest Lawn Cemetery, Slidell.



Hayden Henry, 41: Brother Henry died in Emory University Hospital, Atlanta, Ga., on Sept. 26. He was born in Georgia and made his home in Mineral Bluff, Ga. Henry joined the Union in New York and sailed for over 20 years. He held a bosun's rating. He last sailed on the Penn Voyager. Surviving is his wife, Elizabeth, of Mineral Bluff. The burial was in Toccoa Baptist Cemetery, Morganton Fannin, Ga.



Hugh Fouche 53: Brother Fouche passed away on Sept. 14, at Cobb Memorial Hospital, Phenix City, Ala. A native of Georgia, he had resided in Dawson, Ga. Brother Fouche sailed as electrician and joined the Union in the port of New York. His last ship was the Arizpa.



Jacob Humstad, 58: Brother Humstad died on Oct. 2 in USPHS Hospital, Detroit. He sailed on the Great Lakes and joined the Union in the port of Frankfort. A member of the deck department, he had an AB's rating. Born in Norway, Brother Humstad lived in Benzonia, Mich. He was employed by the Ann Arbor Towing Co. Surviving is his wife, Florence, of Benzonia. Burial was in Benzonia Township Cemetery.



Irving Bickford, 40: Brother Bickford died in USPHS Hospital, San Francisco, on Sept. 26, from a brain ailment. He sailed as AB since joining the Union in the port of San Francisco. A native of Allegan, Mich., Bickford lived in San Jose, Calif. His last ship was the Ocean Evelyn. Surviving is his mother, Mrs. Rachel Scales.



## Money Due

The Reynolds Metal Company—Marine Division—is holding unclaimed wages or disputed overtime for the following Seafarers:

Daniel Hebior, Hoyt L. Hackney, William W. Conley, Grady L. Crews, J. W. Karr, Terrill G. Clark, Leakman H. Denton, Gerald P. Brown, Joseph B. Thomassen, James M. Elwell, John Fancutt, George S. Chance, Peter T. Sassano, Vincente Arjona, Claude M. Sturgis, John B. Rambo, and Arthur M. Mattson.

The above listed Seafarers should contact the company at the following address: Paymaster, Reynold Metals Company—Marine Division, P. O. Box 2311, Corpus Christi, Texas 78403.

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

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

NAME .....

STREET ADDRESS .....

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

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UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions...

- List of companies and unions: Sdtzel-Weller Distilleries, Kingsport Press, Jamestown Sterling Corp., White Furniture Co., Genesco Shoe Mfg. Co., Baltimore Luggage Co., R. J. Reynolds Tobacco Co., Peavy Paper Mill Products, Comet Rice Mills Co., Magic Chef Pan Pacific Division.

SAN JUAN (Sea-Land), October 8—Chairman, Thomas E. Markham; Secretary, Thomas E. Markham. No beefs reported by department delegates.

DUKE VICTORY (Victory Carriers), September 24—Chairman, Henry Schwartz; Secretary, Harold P. DuCloux. No beefs and no disputed OT reported by department delegates.

HATFIELD VICTORY (Aloa), October 15—Chairman, James M. Fisher; Secretary, Charles J. Mitchell. Brother James Fisher was elected to serve as new ship's delegate.

STEEL APPRENTICE (Isthmian), October 1—Chairman, John W. Thompson; Secretary, Paul P. Lopez. \$2.00 in ship's fund. No beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

INGER (Reynolds Metals), October 22—Chairman, O. Esquivel; Secretary, L. Bennett. Few hours disputed OT in deck department. Vote of thanks was extended to the steward department for a job well done.

ALICE BROWN (States Marine), October 24—Chairman, S. Lencovics; Secretary, G. Wright. No beefs were reported by department delegates.

BRIGHAM VICTORY (States Marine), September 19—Chairman, Edward K. Dooley; Secretary, Victor J. Stallone. Balance of \$140.86 in movie fund. No beefs and no disputed OT was reported by department delegates.

DEL NORTE (Delta), September 17—Chairman, Reuben Belletty; Secretary, Bill Kaiser. \$92.83 in ship's fund and \$30.50 in movie fund. Brother Jean Latapie will remain as ship's delegate for another voyage.

DEL NORTE (Delta), October 22—Chairman, Reuben Belletty; Secretary, Bill Kaiser. Equalization of OT still is unsettled in deck department.

STEEL ADVOCATE (Isthmian), October 22—Chairman, Angel Seda; Secretary, Dan Butts. \$3.50 in ship's fund. No beefs reported by department delegates.

SEAMAR (Calmar), October 18—Chairman, W. O'Brien; Secretary, W. O'Brien. No disputed OT reported by department delegates.

DEL ORO (Delta), October 15—Chairman, Walter Colley; Secretary, W. H. Simmons. Brother Taylor, ship's delegate, reported that Brother Colley, chairman and bosun, and all the ship's crew did a fine job in bringing in a clean ship.

STEEL FLYER (Isthmian), October 15—Chairman, D. McMullen; Secretary, Just Cruz. Ship's delegate reported that everything is running smoothly with no beefs.

SEAMAN VICTORY (Waterman), October 27—Chairman, Vincenzo F. DiGiuseppe; Secretary, Troy Savage. No beefs were reported by department delegates.

JOHN F. REES (Rosal), October 1—Chairman, None; Secretary, Michael E. Ryan. \$1.00 in ship's fund. Letter to be sent to Union regarding unemployment compensation during winter months.

STEEL ROVER (Isthmian), September 28—Chairman, R. B. Barnes; Secretary, W. Pichel. Ship's delegate reported that all is running smoothly.

TRANSONTARIO (Hudson Waterways), October 13—Chairman, Ronald Lawrence; Secretary, Richard D. Runkle. Brother William T. Beaudry was elected to serve as new ship's delegate.

THETIS (Ryan), September 24—Chairman, J. M. Davis; Secretary, D. McTernan. Brother Henry Simmons was elected to serve as ship's delegate.

BAYLOR VICTORY (Victory Carriers), October 10—Chairman, Paul Franco; Secretary, James Lippincott. Brother James Lippincott was elected to serve as ship's delegate.

CHATHAM (Waterman), October 21—Chairman, J. Canals; Secretary, L. Spina. Brother Curtis Hatchel was elected to serve as ship's delegate.

CHATHAM (Waterman), October 1—Chairman, Charles Hebert; Secretary, Sidney A. Garner. Some disputed OT in deck department, otherwise everything is running smoothly.

HALCYON PANTHER (Halcyon), October 18—Chairman, George R. Stanley; Secretary, A. W. Hutchinson. \$26.00 in ship's fund. No beefs were reported by department delegates.

STEEL NAVIGATOR (Isthmian), October 22—Chairman, Frank Basias; Secretary, R. B. Macaron. \$25.00 in ship's fund. No beefs were reported by department delegates.

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. 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. SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities. EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings: New Orleans Dec. 12-2:30 p.m., Mobile Dec. 13-2:30 p.m., Wilmington Dec. 18-2:00 p.m., San Francisco Dec. 20-2:00 p.m., Seattle Dec. 22-2:00 p.m., New York Dec. 4-2:30 p.m., Philadelphia Dec. 5-2:30 p.m., Baltimore Dec. 6-2:30 p.m., Detroit Dec. 8-2:30 p.m., Houston Dec. 11-2:30 p.m. Great Lakes SIU Meetings: Detroit Dec. 4-2:00 p.m., Alpena Dec. 4-7:00 p.m., Buffalo Dec. 4-7:00 p.m., Chicago Dec. 4-7:00 p.m., Cleveland Dec. 4-7:00 p.m., Duluth Dec. 4-7:00 p.m., Frankfort Dec. 4-7:00 p.m. Great Lakes Tug and Dredge Region: Chicago Dec. 12-7:30 p.m., Sault Ste. Marie Dec. 14-7:30 p.m., Buffalo Dec. 13-7:30 p.m., Duluth Dec. 15-7:30 p.m., Cleveland Dec. 15-7:30 p.m., Toledo Dec. 15-7:30 p.m., Detroit Dec. 11-7:30 p.m., Milwaukee Dec. 11-7:30 p.m. SIU Inland Boatmen's Union: New Orleans Dec. 12-5:00 p.m., Mobile Dec. 13-5:00 p.m., Philadelphia Dec. 5-5:00 p.m., Baltimore (licensed and unlicensed) Dec. 6-5:00 p.m., Norfolk Dec. 7-5:00 p.m., Houston Dec. 11-5:00 p.m. Railway Marine Region: Philadelphia Dec. 12-10 a.m. & 8 p.m., Baltimore Dec. 13-10 a.m. & 8 p.m., Norfolk Dec. 14-10 a.m. & 8 p.m., Jersey City Dec. 11-10 a.m. & 8 p.m. United Industrial Workers: New Orleans Dec. 12-7:00 p.m., Mobile Dec. 13-7:00 p.m., New York Dec. 4-7:00 p.m., Philadelphia Dec. 5-7:00 p.m., Baltimore Dec. 6-7:00 p.m., Houston Dec. 11-7:00 p.m.

DIRECTORY OF UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers. PRESIDENT Paul Hall. EXECUTIVE VICE PRESIDENT Cal Tanner. VICE PRESIDENTS Earl Shepard, Lindsay Williams, Robert Matthews. SECRETARY-TREASURER Al Kerr. HEADQUARTERS 475 4th Ave., 8klyn. NY 9-4400. ALPENA, Mich. 127 River St. EL 4-3616. BALTIMORE, Md. 1214 E. Baltimore St. EA 7-4900. BOSTON, Mass. 177 State St. RI 2-0140. BUFFALO, N.Y. 735 Washington St. SIU TL 3-9259, 18U TL 3-9259. CHICAGO, Ill. 9383 Ewing Ave. SIU SA 1-0733, 18U ES 5-9570. CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450. DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741. DULUTH, Minn. 312 W. 2nd St. RA 2-4110. FRANKFORT, Mich. P.O. Box 287, 415 Main St. EL 7-2441. HOUSTON, Tex. 5804 Canal St. WA 8-3207. JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987. JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104. MOBILE, Ala. 1 South Lawrence St. HE 2-1754. NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7544. NORFOLK, Va. 115 3rd St. Tel. 622-1892. PHILADELPHIA, Pa. 2404 S. 4th St. DE 4-3818. PORT ARTHUR, Tex. 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401. SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 724-2948. 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. 824-2528. YOKOHAMA, Japan. Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 204771 Ext. 281



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*To fill the growing demand for reading material on board its contracted ships, the SIU inaugurated its Seafarers Log Library program in 1953. Under the program, each SIU-manned vessel receives a new assortment of paperback volumes every three months. These new titles are taken aboard by the Union's patrolmen or representatives when they meet the ships for payoffs.*

*SIU library packages also are delivered on a regular basis to all U.S. Public Health Service Hospitals and libraries are maintained in all SIU membership halls.*

*With special care to see that a wide range of subjects are covered, no fewer than 200 new books are received on each ship every year and a total of more than 2.5 million pocket-sized volumes have been delivered to Seafarers since the program was instituted.*

