

## 1966 SEAFARERS SCHOLARSHIP WINNERS



The 1966 Seafarers \$6,000 college scholarships have been awarded to an SIU member who sails in the Stewards Department and to the children of four other Seafarers. The college-bound Seafarer is Bernard Maret (photo 1). The other award winners, shown here with their fathers, are Tommy Miller (photo 2), son of Seafarer Elmer E. Miller (photo 3); Thomas Baker (photo 4), son of Seafarer James T. Baker (photo 5); Dedra Robertson (photo 6), daughter of Seafarer Robert Robertson (photo 7); and Michael J. McCann (photo 8), son of Seafarer Francis H. McCann (photo 9). Selection of winners was made by SIU College Scholarship Advisory Committee. In photo 10 Miss Edna Newby, Assistant Dean of Douglass College for Women of Rutgers University, submits committee's decision to SIU Secretary-Treasurer Al Kerr. From left to right are Dr. F. D. Wilkinson of Howard University; Dr. Charles D. O'Connell, Director of Admissions at the University of Chicago; Dr. Elwood C. Kastner, Dean of Registration and Financial Aid at New York University; Kerr; Dean Newby; Dr. R. M. Keefe, Director of Admissions at St. Louis University, and Dr. Bernard P. Ireland, Regional Director of the College Entrance Examination Board. This year's awards brings the number of SIU scholarship winners to 68 since the program was instituted. Of the 68 who have gone to college under the program 24 have been Seafarers and 44 the children of Seafarers.



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## Union Fight Pays Off

# Government Agency Rescinds Order To Shut Down Two PHS Hospitals

WASHINGTON—The continuing fight waged by the SIU and other marine unions to prevent the closing of seven United States Public Health Service Hospitals has achieved success as the result of the decision by the Department of Health, Education and Welfare to continue operating the USPHS hospitals in Detroit and Savannah—two of the facilities which had been scheduled for closing.

The HEW decision was made public by House Merchant Marine Committee Chairman Edward A. Garmatz (D-Md.). The USPHS hospitals have, since the earliest days of our nation's history, been of great importance to the health and welfare of American merchant seamen.

Following hearings held last year before the House Merchant Marine Committee, the Comptroller General of HEW ruled that the agency had no legal authority to close the institutions. As a result, eight of the 10 USPHS hospital facilities are not only to remain open, but will undergo modernization. Only two hospitals have been closed—one in Chicago and one in Memphis.

### Untimely Scheme

At the time of the House Merchant Marine Committee hearings, the SIU, in testimony, attacked the planned closings as an "untimely and ill-conceived scheme to wipe out a vitally necessary service . . . which in the long run can only result in increased costs" to the government and the taxpayer.

### Modernized Facilities

According to the latest HEW decision, the USPHS hospital in Detroit will be modernized to provide merchant seamen and beneficiaries with a higher degree of competent medical care. It was also noted that negotiations are presently underway to acquire the modern hospital facility at the Hunter Air Force Base to serve Savannah area seamen rather than try to upgrade the old Savannah hospital.

The SIU hailed the HEW decision to retain and upgrade these hospital facilities, noting that "aside from the value of PHS facilities to its direct beneficiaries, the national interest requires not only the retention of all existing high-quality medical facilities,

such as PHS, but their expansion wherever possible."

In announcing the recent HEW decision, Garmatz also hailed the move, noting that "These facilities are a definite asset in the field of health and in the maintenance of our Fourth Arm of Defense."

## U.S. Ship Shortage Slows War, Hall Tells House Committee

WASHINGTON, D. C.—SIUNA President Paul Hall told the House Merchant Marine Committee that the war in Vietnam is creating "a vicious shipping circle in which the American merchant fleet is becoming the chief victim of its own deficiencies."

The House committee, under the chairmanship of Representative Edward A. Garmatz of Maryland, began hearings in February on a broad range of U. S. maritime problems, with particular stress on the adequacy of the U. S. merchant marine in the current Vietnam crisis.

Testifying before the committee last week in behalf of the SIU and the AFL-CIO Maritime Trades Department, Hall noted that since the U. S. became intimately involved in the Vietnam war last summer, this country has had to turn to foreign-flag shipping for the carriage of both military and commercial cargoes.

### Cargoes Turned Down

He also noted that in a number of instances the crews of foreign-flag vessels had refused to carry U.S. military supplies to South Vietnam, and that in other instances American-flag shipping companies had been obliged to charter foreign-flag vessels, in order to fulfill their commercial

commitments, because their own vessels were diverted to military service.

"We must recognize that there is an inter-relationship between these events," Hall told the Congressmen. "We must remember that when these foreign crews refuse to carry our military cargoes, they not only place the entire burden of this effort upon the American fleet, but at the same time put themselves in a position to carry off the commercial cargoes which these American vessels, diverted to military use, themselves cannot carry.

"Thus, because the American fleet is inherently weak, its foreign-flag competitors are able to exploit it in this emergency situation. And because its foreign-flag competitors are able to exploit it, the American fleet becomes even weaker than it was before."

### Fleet Inadequate

The Vietnam crisis, Hall asserted, has made it clear that the present American-flag merchant fleet is inadequate to meet either the defense or commercial requirements of the nation, as called for in the Merchant Marine Act of 1936, and has also made it clear that reliance in an emergency situation cannot be placed upon foreign flags, although such a concept has been supported by both the Defense and State departments.

"Finally—and most important—the Vietnam situation has shown us that the only way we can ever achieve real strength and security on the seas, in either the defense or commercial areas, is through the creation of a strong and adequate merchant fleet which flies the American flag and which is manned by American seamen," the SIU president declared.

He called upon the members of the committee to support the proposals of the President's Maritime Advisory Committee for an expanded American-flag fleet and also urged them to reject the recommendations of the Interagency Maritime Task Force which, he said, "would result in an even smaller merchant fleet than we have now—a fleet which would carry an even smaller percentage of our commercial cargoes than it does now, and which would be even less adequate to our security needs."

## Report of International President

by Paul Hall



Over the years, the SIU and other maritime unions have been in the forefront in the fight to retain the USPHS hospitals throughout the country. Not only are these facilities necessary from the standpoint of the American seaman whose peculiar employment conditions make them most dependent on this type of medical care, but also from the standpoint of the national welfare. In an era when hospital services have not kept pace with the nation's needs, with beds often virtually impossible to get, the closing of these facilities would be completely inconsistent with the national objective of giving every person medical care when he is in need. Not only are the services provided by the USPHS Hospital important to Seafarers, but they are essential to the other beneficiaries as well.

Even considering these facts, a plan was announced last year by the U.S. Department of Health, Education, and Welfare to close many of the USPHS hospitals, and especially those in Detroit, and Savannah. This ill-conceived move to deprive American seamen and other beneficiaries of PHS hospitals of proper medical care has touched off a campaign by the SIU and other segments of the maritime labor to save the hospitals. As a result of our battle and the support of sympathetic members of the Congress, HEW not only withdrew its plans to close the Detroit and Savannah hospitals but decided to modernize the operations.

The 23rd annual Union Industries show, which ran for six days early this month, was a rousing success. The more than 203,000 visitors who toured Baltimore's Fifth Regiment Armory viewed over 130 exhibits of the products, services, and community activities of American trade union members, including the SIUNA. It was a gala affair, enjoyed by union participants and visitors alike.

But the true meaning of the Union Industries Show goes much deeper than the fact that everyone had a good time. The products and services on display at the show were produced by union members working under union conditions. Visitors discovered that the union-made products were of the highest quality possible, produced by skilled practitioners of their trades enjoying wages and working conditions unequalled anywhere in the world. In short, they saw the finest products in the world, produced by the finest craftsmen in the world.

The two facts go together, and the message was not lost on the visitors to the show. It became obvious after going from exhibit to exhibit, viewing the products and talking to the men who made them, that buying union-made products makes sense in more ways than one. First of all, the purchaser gets for his money the finest quality products made anywhere. Second, purchasing goods and services under the union label places full public support behind the American labor movement and the high quality of craftsmanship, wages and working conditions which American labor represents.

## Stiffer Fire, Safety Rules Proposed By World Ship Unit

Steps have been taken by an international committee to stiffen maritime fire prevention regulations to avert recurrences of the Yarmouth Castle sea disaster.

The 14-nation Maritime Safety Committee of the Intergovernmental Maritime Consultative Organization, a United Nations agency to which 60 nations belong, has recommended that the use of incombustible materials be required in the construction of passenger ships.

The Maritime Safety Committee meeting had been called to deal with fire protection and safety aboard passenger ships and was held in London, May 2-10. SIU Vice-President Earl (Bull) Shepard attended the sessions as the labor advisor to the United States delegation.

Shepard has submitted a report of the meeting to AFL-CIO President, George Meany, who recommended the SIU official's appointment.

Shepard reported that the Safety Committee also specified types of fire fighting equipment to be carried aboard passenger and cargo ships, and requirements for the training and drilling of fire brigades.

The Safety Committee recommendation would amend the Safety of Life at Sea Convention, last revised in 1964, which permits registering nations to exempt ships

built before 1948 from its more severe requirements. The draft amendments will be presented to a special assembly of IMOC probably in December, Shepard reported. Should the proposed recommendations be adopted they will become effective in 1968. However, Shepard said that the committee strongly recommended that member nations act to enforce the proposal immediately, without waiting for completion of the long ratification procedure.

Demands for action to prevent unsafe, substandard vessels from operating followed in the wake of the Yarmouth Castle fire in the Bahamas last November, with the loss of 90 lives, and the subsequent fire aboard the Viking Princess. Congress is now considering legislation that would require the U.S. to enforce its own safety requirements on all cruise ships sailing from American ports regardless of their registration.

Shepard reported that although the Maritime Safety Committee's recommendations would represent an improvement in the present situation, he expressed dissatisfaction to the U.S. delegation over the fact that tougher standards were not imposed.

### King-Size SIU Vacation Check



Seafarer Harry J. Thompson (right) picked up his \$1,490 vacation check recently from New Orleans SIU patrolman Herman Troxclair. The vacation benefit covered a period from July 1, 1964 to April 15, 1966. After visiting his mother in Minneapolis, Thompson plans to take it easy for a while in New Orleans before shipping again. He last sailed on the Ocean Dinny as fwdt, making several trips to Vietnam. He reported the Dinny a good ship with a top-notch crew.



## Two More SIU Engine Men Pass Third Engineers Test



Displaying their newly-issued U. S. Coast Guard Third Engineers Licenses, Seafarers Robert Wray Perry (left) and Kenneth G. Laughlin congratulate each other in New York SIU Hall. Both men have already been assigned berths as Third Engineers. They prepared for exam at joint SIU and MEBA, District 2 License Engineers Training School.

**NEW YORK**—Two more SIU engine department men, Robert Wray Perry and Kenneth G. Laughlin, passed the examination for Third Engineer and were issued licenses by the Coast Guard last week after preparing at the engineer's training school jointly sponsored by the Seafarers International Union and District 2 of the Marine Engineers Beneficial Association.

Perry signed on as Third Engineer aboard the SS Steel Age, now outward bound. Laughlin will take the Third Assistant's berth on the SS Bangor, due in New Orleans late this week.

Perry and Laughlin followed in the steps of Seafarer Robert Anderson, who was the first SIU man to obtain his third engineer's license under the recently-instituted joint program for training engine department Seafarers to sit for their licenses.

The training program, operated under a reciprocal agreement between the SIU and MEBA-District 2, is the first of its kind in maritime history. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

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

Seafarers who complete the program and receive their licenses and

sail as engineers will get full credit and protection for all the pension benefits which they have built up under the SIU pension plan. In addition, their SIU pensions will be supplemented by the District 2, MEBA Pension Plan in approximately an equal amount while they sail as engineers, and welfare benefits are also covered. SIU men who qualify for their engineers licenses and sail aboard MEBA District 2-contracted ships will not be required to pay the MEBA \$1,000 initiation fee, which that Union will waive. Nor will they be required to drop their SIU membership if they do not choose to do so.

Engine department Seafarers are eligible to apply for the training program if they are 19 years of age or over and have three years of watch standing time in the engine department. The period of instruction ranges from 30 to 90 days and will be determined by the member's individual ability and knowledge and by the instructor's satisfaction of his readiness to take the exam. Applicants can begin receiving instruction at any time.

There are 56 men presently receiving instruction under the joint Union training program. SIU engine department men interested in the program should apply immediately at any SIU Hall, or directly to SIU Headquarters at 675 Fourth Avenue, Brooklyn, N. Y. The telephone number is HY. 9-6600.

## Congress Hears Joint Position

# AFL-CIO Marine Unions Stress Need For Independent Maritime Agency

**WASHINGTON**—AFL-CIO marine unions have declared their opposition to inclusion of the Maritime Administration in the Department of Transportation proposed by President Johnson, and urged that the Maritime Administration be removed from its present position within the Department of Commerce and re-established as an independent and autonomous agency. The AFL-CIO also urged the creation of an independent maritime agency.

Both the Senate and House Committees on Government Operations have been holding hearings on legislation designed to implement the recommendations for a new Cabinet-level Department of Transportation made by the President in his Transportation Message of last March 2. Identical bills to achieve this objective—S. 3010 and H.R. 13200—have been introduced in both houses of Congress by Senator Warren G. Magnuson of Washington and Representative Chet Holifield of California.

The position of the AFL-CIO marine unions was presented to subcommittees of the Senate and House Committees on Government Operations last week by Paul Hall, president of the Seafarers International Union of North America, who testified in behalf of all maritime unions represented by the AFL-CIO Maritime Trades Department, AFL-CIO Metal Trades Department and AFL-CIO Maritime Committee.

AFL-CIO Legislative Director Andrew Biemiller appeared before the House subcommittee and stated that the AFL-CIO believes "it is desirable to create an independent maritime agency with such compulsory consultative relationship with the new Department of Transportation as may be desirable."

The views of the maritime unions were also supported by other AFL-CIO unions in the air, rail and highway transportation fields, and the recommendation for an independent Maritime Administration had been unanimously endorsed by the AFL-CIO at its convention in San Francisco last December.

### Unclear About Position

Asserting that neither the Transportation Message nor the proposed legislation is clear about maritime's position within the new department, nor about future Federal maritime policy, the AFL-CIO union spokesman contended that the Maritime Administration "could very easily

become lost in a bureaucratic maze."

"The merchant marine," he said, "would have a far better chance for survival and growth if its affairs were under the jurisdiction of a Federal agency whose sole concern was maritime. For this reason, we strongly oppose inclusion of the Maritime Administration in the Department of Transportation and urge that the Maritime Administration be removed from the Department of Commerce and re-established as

an entirely independent and autonomous agency."

Hall noted that some 11 separate bills have already been introduced in Congress to make the Maritime Administration independent but added that none of the bills would provide the kind of independent Maritime Administration really needed, particularly since none of these bills separates the promotional and administrative functions of the Maritime Administration from quasi-judicial subsidy functions.

## Sea Unions Fight CG Attempt To Slash Jobs on Lakes Ships

**WASHINGTON**—The SIU and other maritime unions met with the United States Coast Guard here on May 14 to register opposition to any arbitrary reduction of manning scales on Great Lakes ships. The unions were vigorous in their insistence upon adequate manning requirements to insure maximum safety aboard the vessels involved.

Appearing for the SIU were Great Lakes District Secretary-Treasurer Fred Farnen, SIUNA Vice-President William Jordan, and Jack Bluit.

Representatives from the following organizations also attended the conference:

R. Solomon, Norman A. Bouchard, Marine Engineers Beneficial Association; Hoyt Haddock, Tal Simpkins, AFL-CIO Maritime Committee; M. G. Fist, C. Armstrong, S. F. Nolowski, Joseph Chrobak, United Steelworkers; Peter McGavin, AFL-CIO Maritime Trades Department; and Irving A. Desroaches, District 50 United Mine Workers.

The unions were jointly opposed to any reduction in manning scales, and demanded that the Coast Guard notify all parties concerned whenever reduction in the agency's manning requirements are contemplated.

The SIU vigorously protested an attempt to reduce the engine room manning scale on the SS Diamond Alkali, a retrofitted ship, for which the Coast Guard has issued a temporary manning certificate calling for one Q.M.E.D. (Qualified Member of

Engine Department) to serve in place of the oilers who are on watch and the two wipers on day work. The ship's complement has included three watch standing oilers and wipers on day work. The duties of the oilers have increased since the vessel was retro-fitted.

The Coast Guard had not advised the union of the reduction in its requirement and the union learned of it through a communication from the company, asking for an engine room personnel reduction in accordance with the Coast Guard temporary certificate. It was learned at the meeting that the Coast Guard had arbitrarily and unilaterally made a reduction upon a request from the company.

In presenting its position, the SIU submitted a documented study of the duties of the engine room personnel involved and the demands placed upon them in the interest of the ship's safety. The Coast Guard announced that it would review its position in regard to this dispute.

Similar objections with respect to Coast Guard reduction of manning scales aboard vessels manned by their members on Lake ships were voiced by the other union representatives at the meeting. The MEBA stressed its opposition to the so-called concept of a "one-man engine room," a view that was supported by all of the unions.

## SIU Member, 4 SIU Children Win Seafarer Scholarships

**NEW YORK**—One Seafarer and the children of four Seafarers have been named as the winners of the five \$6,000 SIU College Scholarships for the year 1966. The awards will enable the winners to pursue four years of study at any college or university in the United States or its possessions. They also may choose any academic field that interests them.

The winners of the 1966 SIU Scholarships are:

- Seafarer Bernard A. Maret of Melbourne, Florida.
- Thomas M. Baker, son of Seafarer James T. Baker of Wilmington, California.
- Michael J. McCann, son of Seafarer Francis H. McCann of Cleveland, Ohio.
- Tommy E. Miller, son of Seafarer Elmer E. Miller of Norfolk, Virginia.
- Dedra Robertson, daughter of Seafarer Robert F. Robertson of Port Arthur, Texas.

The SIU scholarship plan has been operating on an annual basis for the past 13 years of the 68 awards to date have gone to the dependents of SIU men, and 24 have been awarded to Seafarers themselves.

The SIU Scholarship Plan is recognized as one of the most liberal no-strings-attached programs of its kind, and Seafarers as well as their children are eligible to compete for the awards.

Recipients of the five SIU Scholarship Awards for 1966 are:

- Bernard A. Maret, who sails in the steward department of the SIU and makes his home in Melbourne, Florida. Brother Maret is now attending night school at Brevard Junior college and plans to use his SIU scholarship toward an art major at John Brown University in Siloam Springs, Arkansas.
- Thomas M. Baker, son of Seafarer James T. Baker, who serves in the engine department. Baker, who

lives in Groton, Connecticut, plans to attend the Webb Institute of Naval Architecture.

• Michael J. McCann, son of the Seafarer Francis H. McCann, who sails in the engine department. Michael, who is a native of Cleveland, Ohio, was accepted to Dayton University, where he plans to major in chemistry.

• Tommy E. Miller, son of Seafarer Elmer E. Miller, a resident of Norfolk, Virginia, Tommy, who was an honor graduate in high school and a member of the track team, plans to study bio-chemistry at the University of Virginia.

• Dedra Robertson, daughter of Seafarer Robert F. Robertson of Port Arthur, Texas. Dedra who already reads French and German, plans to major in foreign languages at either the University of Florida or Louisiana State University. She has already been chosen as one of the special honors groups that will attend a summer session at the University of Florida.



**Boss of Struck Florida RR Fights Congress Action**

# Legislation Sought to Break Up Fla. Scab-Herder's Financial Empire

WASHINGTON—Rebuffed by the general public and Florida legislators alike for his intransigent 19th Century anti-labor stand, Edward Ball, boss of the vast duPont Estate empire in Florida which operates the struck Florida East Coast Railway, is now charging the railroad unions with being the "brains" behind recent attempts in the Congress to end a complicated financial set-up through which the giant corporation has for years used a loophole in the banking laws to make millions of dollars profit in violation of the law's intent.

Railroad union members have been on strike against the FEC Railway since January, 1963. Since then Ball has flatly rejected all settlement attempts by the un-

ions, which are only asking that their members receive the same pay and working conditions that have long since been provided for other railroad employees across the nation. Since the strike began over three years ago, the railroad has operated on and off manned by scabs.

The inquiry into the duPont Estate's legal and financial setup is being conducted by the Senate Banking Committee and was re-

quested by the Federal Reserve Board, which administers the Bank Act.

Legislation has been introduced into Congress which would end the duPont Estate's exemption from the Bank Holding Company Act, an exemption which allows duPont to control both banks and businesses and industries in Florida in violation of the law's intent, and has made the 78-year-old Ball perhaps the most powerful man in Florida.

In addition to the FEC Railway, the duPont Estate also controls 31 banks and various business and industrial enterprises. The pending legislation would force Ball to sell off either the Estate's great banking empire or its non-banking empire, including the struck FEC Railway.

The AFL-CIO has called upon Congress to end the banking law exemption enjoyed by the duPont Estate, which it says has served to frustrate national labor policy and caused the three-year-old FEC Railway strike. At the same time, the federation urged Congress to retain the bank law exemption for labor and agriculture organizations inasmuch as labor banks are "models for the type of banking service which should be provided in the public interest," in sharp contrast to the duPont-controlled banking empire.

The controversy over the duPont Empire's exemption from the banking laws centers around the fact that the operation is set up financially as "Charitable Trust." Questioned by Senator Harrison Williams (D-N.J.) about who gets the Estate's income however, Ball conceded that his sister, Mrs. Jessie Ball duPont, gets most of it (over \$10 million last year). But his sister's taxes are so high and she gives so much to charity, Ball opined, that "at times I wonder how she's able to eat."

that the United States Coast Guard is not carrying out its duties by assuring the maintaining of maximum safety requirements on board Lake Vessels, but rather the Coast Guard on issuance of certificates for various Lake Vessels is going far below the very minimum of basic safety requirements.

**Detroit Marine Hospital**

We have received notification that the Health, Education and Welfare Department does not intend to close the U. S. Public Health Service facility at Windmill Point, Detroit, Michigan. The decision to maintain the Detroit Marine Hospital was made after protests on the closing had been made by the SIU's Great Lakes District as well as other affiliated unions, to the Public Health authorities and the various government agencies, members of Congress, and the Senate.

Senator Hart and the late Senator McNamara played a strategic role in the preservation of this needed medical facility.

The Detroit Marine Hospital presently services approximately 100 in-patients and 125 out-patients. According to a study of facilities, the capacity of this hospital can be increased greatly by modernization and some remodeling.

Your SIU Representatives are contacting both the U. S. Public Health Service people and the Department of Health, Education and Welfare in Washington requesting that the modernization of the facilities at Windmill Point be effected immediately.

**Seaway Tolls**

Hearings will be held in Ottawa, Canada on May 25th and in Chicago in early June for the purpose of revising the present Seaway toll rates. The United States St. Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway authorities who are the controlling agents having jurisdiction on the Seaway, are recommending an increase of approximately 10 percent.

## The Atlantic Coast



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

The Central Labor Council of San Juan unanimously adopted a strong resolution demanding that the President and the Congress of the U. S. investigate the burning of the Viking Princess and adopt laws to make all passenger ships using American ports comply with the high standards of safety which apply to U. S. passenger vessels. I recently returned from London for a meeting of the International Maritime Consultative Organization which discussed this very same problem.

**New York**

New York shipping is excellent in all ratings. On the beach and registered for shipping are two of our old friends, Joseph Lapham and Juan Pola, Jr.

**Boston**

Shipping has been on the slow bell this period but is expected to pick up during the next two weeks. Charles Connell a 20-year seafarer, just had a new deck hand join his family and reports wife and baby are doing fine. His last ship was the *Spitfire* where he sailed as an AB. Angelo Antoniou, another 20-year SIU vet, will grab the first job put on the board. Angelo, who last shipped on the

C-S *Baltimore*, said he hated to see this floating hotel lay up. John Wallack who last shipped on the *Petrochem* as an oiler, told us someone has to feed the horses and he's out to make a killing.



Wallack

**Baltimore**

Bill Sears has paid off the Pennmar to go to the Marine Hospital to have his hand checked. As soon as he's FFD, he will be ready to ship out on an intercoastal run.

Chuck Rawlings will have a medical check up after paying off the *Southwestern Victory* on the West Coast. Irv Glass of the deck department paid off the *Del Sud* and is taking it easy for awhile. Shipping for the past two weeks has been good and the outlook for the future is very promising. Four ships paid off, four signed on and seven ships are in transit. The SIU is aiding the American

Newspaper Guild in its strike against the Bureau of National Affairs, Inc., in Washington, D. C. Norfolk

Shipping has been slow but the outlook for the future is good. The C-S *Baltimore* is in the shipyard and will crew up next month. Bullard Jackson will be ready to ship out after a few weeks on the beach. Bill Culpepper broke his arm while aboard the *National Defender* in the Persian Gulf, and hopes to ship out as soon as he mends. Bill Powers who has been shipping out of New York has come down here to register as a group one and hopes to land a job as pumpman of the *Baltimore*. Nelson Steadman who spent seven months in the Far East aboard the *Hurricane* is on the beach for a short rest.

**Philadelphia**

Jorge Marrero, who sails as Chief Steward, is back in town after getting off the *Spitfire*. John Shannon is back in the hall after getting off a *Sea-Land* ship. He sails in the Deck department. Richard (Larry) Savior is around the hall after shipping on the *Santore* as a member of the Steward department. He told us he's ready to ship again. Richard Cummings is fit for duty and ready for the first bosun's job that comes along. Shipping has been fair here.

**Puerto Rico**

Puerto Rico President Commissioner Santiago Polanco said in Washington that the Johnson administration has adopted a hands off policy toward Puerto Rico's fight for exemption from federal minimum wage legislation in Congress.

A two-month old trucking strike which halted work at a number of sand and gravel companies and left 8,000 construction workers idle in the Bayamon area ended here recently.

**Rap Soviet Trawler Fleet Off West Coast**

# Fishermen Charge Huge Red Fleet Depletes American Fishing Grounds

SAN FRANCISCO—A large Soviet fishing fleet which appeared off the U.S. West Coast in recent weeks, has been accused by American fishermen of taking fish from nearby spawning grounds—a practice which could lead to the eventual depletion of fish resources in waters near the U.S.

The Soviet fleet, estimated at up to 200 fishing and factory processing ships, has been most active off the coast of Oregon on the Stonewall Bank, about 30 miles at sea.

American commercial fishermen have voiced strong complaints about the heavy Soviet fishing on the spawning grounds, which tends to destroy female fish before they can deposit their eggs. American trawlers working the Stonewall Bank are closely monitored by the Oregon State Fish Commission to assure that future fish resources will not be depleted. However, the Commission has no authority over the Soviet vessels.

At the same time, many Soviet trawlers and factory ships have also appeared off the coast of New England.

This is just the latest of many recent incursions by Russian fishing boats into traditional U.S. fishing grounds. There have been many complaints in the past of depletion of fish resources due to the intensive fishing practiced by the Soviet fleets. Soviet practices in the whaling field brought numerous accusations that the Russians were ignoring international standards of conservation.

During the last ten years the Soviet Union has built up one of the world's largest, most modern

deep-sea fishing fleets. Russia's 1965 catch has been placed at 5.6 million metric tons and by 1970 is expected to reach 8.5 million tons.

The huge Russian fishing fleet has also been utilized to serve several other purposes besides fishing. Many are equipped with sophisticated electronic equipment to monitor Western scientific and military procedures near the U.S. coasts and on the high seas. Many Soviet fishing boats are also equipped for oceanographic studies and have provided Russian scientists with a wealth of information about the world's oceans.

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## The Pacific Coast

by Frank Drozak, West Coast Representative



There are plenty of jobs here for AB's, oilers and FWT's in the west coast ports of San Francisco, Seattle and Wilmington.

The State of Oregon will be holding its primary election this week with California's primary following on June 7th. Washington has scheduled a September 20 primary election. Don't forget to get out to the polls and vote and support your labor-COPE endorsed ticket.

### San Francisco

Shipping continues to be very good here and we continue to have plenty of jobs for AB's, FWT's, oilers and electricians.

Paying off during the last shipping period were the **Pan Oceanic Faith, Pecos, Oceanic Tide, Montpelier Victory and Monticello Victory.**

Signing on we had the **Coe Victory, Couer D'Alene Victory, Loma Victory and the Steel Flyer.**

In transit we had the **Steel Apprentice, Longbeach, Steel Worker, Elizabethport, Portmar, Losmar, Steel Designer and Keva Ideal.**

Ships due in are the **Los Angeles, Fairport, Topa Topa, Wild Ranger and the Anniston Victory.**

On the beach is **P. Korol**, chief pumpman, who just pulled in and immediately got the **Monticello Victory** on a fly-out to **Yokohama.** **E. Sierra**, an SIU oldtimer who sails as deck maintenance also pulled in and got the same ship.

### Wilmington

Shipping activity has really picked up here over the past two weeks. 70 men shipped with 62 of them being shipped in a one-week period.

During the past week we had the **Connecticut** call for a full crew and the **Oceanic Spray** signed on. No payoffs are sched-

uled for this time.

**Tiny Kennedy** just blew into town and registered for a chief steward's job. He recently got off the **Oceanic Spray** in **San Francisco** and will probably spend some time in drydock here at the **USPHS** hospital. We hope that he'll be out in a short time.

Two more Seafarers from this port joined the pension ranks recently. Brothers **Herman Thompson** and **Harold Shellenberger** both received their first pension checks and are planning to live a life of leisure from now on.

### Seattle

Shipping remains good, especially for rated men and we have plenty of jobs available for AB's, FWT's and oilers.

Paying off since our last report were the **Warm Springs** and the **Young America.**

Signing on we had the **Warm Springs** and in transit were the **Walter Rice, Anchorage** and the **Seattle.**

**Bosun Karl Hellman** who's on the beach here has been a member of the SIU for the past twenty years. **Dick Simpson**, who sails as steward, is resting up after a long trip on the **Jefferson City Victory.**



Simpson

# Defense Dept. Lied About Ships In North Viet Trade, House Told

WASHINGTON—A charge of attempting to cover up ineffective Government policies by withholding full information about the true number of Free World ships trading with North Vietnam has been leveled against the Defense Department by a Michigan Congressman in a speech before the House of Representatives.

Representative Charles E. Chamberlain (R-Mich.) accused the Defense Department of keeping "two sets of books," one classified secret and the other unclassified, in order to keep from the American people the true number of Free World ships engaged in trade with the Hanoi regime.

In his recent House speech he charged that the list of 119 Free World ship arrivals in North Vietnam during 1965, which was released by the Defense Department, was not the true figure but was just "unclassified" figure released strictly for public consumption.

He said that after much prodding the Defense Department has now agreed to begin releasing the true figures. The first set of true figures received, he said, shows that a total of 44 Free World ships called at North Vietnam during the last quarter of 1965 alone, while a total of 36 Free World ships have already delivered supplies to Hanoi during the first quarter of 1966.

He pointed out that original figures showed only 21 such ships in the North Vietnam trade during the last quarter of 1965 and only 16 during the first quarter of 1966.

"American people have been greatly disturbed by reports of this trade even when told less than half the truth about it," Representative Chamberlain declared. "Our efforts to win the struggle in South Vietnam cannot be aided

here at home by the official dispensing of misinformation which is designed not to protect our security but to cover up ineffective policies.

According to the true figures, he said, the 44 Free World ships calling at North Vietnam during the last three months of 1965 included 35 British flag; 3 Norwegian; 3 Greek; 2 Cypriot and 1 French. The 36 Free World ships in the Hanoi trade during the first 3

months of 1966 included 29 British flag; 4 Greek; 2 Cypriot and 1 Italian, he said.

According to the latest figures released by the Maritime Administration concerning the U. S. Government blacklist of ships which are ineligible to carry U. S. foreign aid cargoes because they are engaged in the North Vietnam trade, only 10 Free World ships are listed as having traded with Hanoi.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Traffic lights on the Mississippi River at New Orleans, a familiar sight to SIU members in this area and especially familiar and important to members plying the Mississippi, have been put back in operation. The lights, operated by the U.S. Corps of Engineers, will be used when the river reaches 10 feet on the Carrollton gauge on a rising stage, and until the gauge reads 12 feet on a falling stage.

### New Orleans

It was like old home week at the New Orleans hall when the **Del Norte** crewed as a passenger ship recently after making a trip to West Africa as a freighter. All aboard agreed it was a good trip and extended thanks to the captain for letting the crew use the swimming pool and to the chief engineer for letting them use the passenger movie projector so that carpenter **Maurice Kramer** could show two movies an evening.

The captain, in turn, thanked the whole crew for a job well done.

Some of the regular Delta Line passenger ship men signing on for the **Del Norte's** latest run were: **Anton (Tony) Evenson** and **Tom Garrity**, watchmen; **Clarence (Red) Cobb**, reefer utility; **Louis (Buck) Estrada**, second steward; **Jake Cuccia**, steward storekeeper; **Joe Vaccaro**, bartender; **Frank Ploppert**, linenkeeper; **Reuben Belletty, BR**; **Cosmo Argis**, gloryhole steward; **Curley Weisbrot**, waiter; **Jack Callaway**, laundryman; and many others.

Many SIU pensioners were on hand for the last membership meeting in New Orleans. **Charlie Nuber** was in from Waveland, Mississippi, where he makes his home and says the fishing has been real good. He extends an invitation to his shipmates to look him up when they are in Waveland.

**Walter (Shorty) Cook**, another SIU pensioner, was on hand telling about the gardening and chicken raising with which he is now occupying his time at home in Hattiesburg, Mississippi. Pensioner **Emil Herek** was in for the meeting from Omaha, Nebraska, where he now makes his home. He told the boys about the traveling he has been doing lately in Canada and Alaska.

**Frank Fraone**, last off the **Columbia Victory** as steward, is spending some time on the beach with his wife. He said his last trip to Formosa, Hong Kong and Vietnam was an enjoyable one but he needs a bit more rest before shipping again.

### Mobile

Several SIU oldtimers have been on the beach here recently taking it a little easy between runs. **Dewey C. Bell**, who last sailed aboard the **Warrior** as AB, has been around chatting with friends. Bell, an SIU member for about twenty years, now makes his home in Century, Florida, with his wife and children. Also in the hall was **Osborne M. Brooke**, an SIU member since the inception of the union. Brooke, who lives near Mobile with his wife and children, last sailed aboard the **Long Beach** in the engine department.

**William E. Mores** is watching the board again after last sailing in the steward department on the **John B. Waterman's** European run. Married, he lives with his wife and children in Mobile. Another Mobilian, **R. M. (Pinkey) McEvoy** is looking for an engine department slot as electrician or oiler. His last ship was the **Clairborne**. Also last off the **John B. Waterman** is **Jimmie Jordan** who makes his home in Mobile with his wife and children.

### Houston

Seafarer **D. Horn**, a longtime deckhand, has been on the beach in more ways than one here recently. Between ships he's been going down to the beach regularly to cultivate a sun tan, which is coming along nicely. **Jimmy Jackson**, who sails in the steward department, has been in the hall recently waiting for a good trip to South America. Jackson says he's found the South American climate suits him best and he'll try to hang on until he gets the run he wants.



Cuccia



Brooke

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

By Sidney Margolius

A conflict over the quality of the goods you buy has broken out between retailers and manufacturers as the result of complaints about shoddy merchandise.

You're the one who pays for and gets the standard goods. But because retailers have to listen to your complaints and make exchanges or repairs (if they're reliable retailers), they too are rebelling over defective products shipped by factories.

Many of the recent complaints about quality have concerned furniture especially. But complaints are being voiced also over rugs, draperies, clothing and children's toys.

The quality complaints erupted into public view when a leading department store president (Walter Rothschild, of Abraham & Straus, New York) told a meeting of the American Management Association that in many lines "the standards are set too low" and "we must exercise constant vigilance to keep from having our customers victimized with substandard products."

The department store president revealed that much of the defective furniture comes from Southern furniture factories which in recent years have come to dominate the furniture industry. He did not say this, but it is significant that these also usually are non-union factories who make the lower-quality furniture.

As a result of the retailer's public charges, Fairchild News Service made a nationwide survey and found many other businessmen reporting widespread dissatisfaction with quality of many types of goods. Some blame the widespread incidence of defects on automation, others on big volume in a time of rising sales. When business is good, factories seem to get lax.

What this means to you is that when you shop nowadays, you can't take quality for granted, but have to inspect closely and don't be afraid to ask stores for necessary repairs or adjustments.

One of the problems is that many new materials

and finishes have been developed without adequate standards of performance. One example is "durable press" or "permanent press" garments. Such garments are a real boon since they eliminate most if not all ironing. But on some types of fabrics the chemical treatment which gives a garment is permanent press, also "tenderizes" the fabric. This results in premature deterioration. Too, with some 400 different "durable press" processes in use, textile industry technologists themselves are concerned that some may not be truly permanent, especially because of the lack of standards of what constitutes durability or permanence of the finish. One trade paper even recently reported that some low-price manufacturers are applying the durable press finish to collars and fronts of shirt, leaving backs untouched.

But even paying a high price is no assurance of quality. One of the nation's largest clothing retailers complained that sometimes dresses selling for as much as \$150 have poor-quality thread that puckers the seams after even the first cleaning.

In fact, the National Institute of Drycleaning reports there is a "tremendous increase" in the number of fabrics and garments which do not dryclean properly.

The effect of such widespread incidence of poor quality is to increase the risks of getting unsatisfactory merchandise when you buy, and also, to raise the prices all families must pay to cover the high cost of returns and repairs.

Look over the fabrics too, to guard against misweaves, thin weaves or thin spots that will soon wear out.

And don't hesitate to return defective goods. One big retailer says that only 8 per cent of defective merchandise is returned. "The other 92 per cent remains in the hands of unhappy customers," reports Fairchild News Service.



**Delta Crew Awarded Safety Certificate**



SIU-manned Del Rio is one of several Delta Line vessels recently awarded Certificates of Merit in honor of the high degree of safety consciousness displayed by SIU crews. In addition to the merit certificate, Del Rio's recreational fund is \$100 richer because of prize money that goes with award. At presentation ceremonies are (l-r): Chief Officer R. A. McDonald, Third Cook James Simmons, Deckman Robert Merritt, Del Rio's Master E. C. Garrison, Delta Port Captain E. R. Seamen, Delta Safety Director Paul Pollatt, and Seafarer Abner Abrams, Chief Electrician.

**THE INQUIRING SEAFARER**

**QUESTION** — When you're shipping out and the weather gets hot, what do you do on board ship to keep cool?

**Herbie Gray:** Many of the tankers have air-conditioning now, so heat isn't much of a problem. At least, that's the case on most of the tankers I've shipped out on. If there's no air conditioner, the best thing to do is get under a fan tail or awning. I drink a lot of water, of course.



**Juan Colpe:** When the weather gets very hot, I find it's best to just get your mind off it. I try to keep my body cool and a hot shower is very helpful. I drink a lot of milk and cold drinks. There's no place in particular I like to go during the summer, but countries like France and Germany are never very hot.



**Jorge Gonzales:** I like to slip out on deck when it gets too hot. I open my cot and soak up lots of sun. Of course, I drink a good deal of water. I'm usually not bothered by the heat since I come from Puerto Rico which can get very hot.



**Edward Krcha:** If the ventilator shows it's getting too hot, I have several ways of cooling off. I drink a lot of cold water and also keep my wrists cool. I find that salt pills are a good method of preventing cramps. Some of the ships sailing nowadays have air conditioning.



**Adolph Demarco:** I take my cot and go up on deck for some sun. I like to take my transistor radio along on long trips and listen to a little music. A big pitcher of lemonade is my favorite thirst quencher. For hot-weather reading, I find that a good magazine or book gets my mind off the heat.



**James M. Young:** I ship in the engine room and it can get pretty warm down there. I really welcome the chance to go up on deck. That fresh air can feel real good. I also drink a lot of water, of course. If I get the chance, I take several cases of coke and soda along with me. In hot weather, I like sailing in Persian Gulf waters.



**British Seamen Hit the Bricks For 40-Hr. Week**

**LONDON**—The strike of British seamen that has tied up the nation's ports went into its second week with the National Union of Seamen and the shipowners still deadlocked over the issue of the 40 hour week. It marked the first time that British seamen have struck in 55 years and the Queen has declared a state of emergency. The union has refused to budge from its demand for a reduction in the work week from 56 to 40 hours at the same pay, plus overtime for the additional 16 hours. Average wages for British seamen are around \$168 a month for the 56 hour work week. An AB gets a little over \$200 a month. Some 500 ships of the nation's fleet of 2,500, largest in the world, are already idled. The men are walking off the vessels as they return to British ports.

**Six Additional Seafarer Veterans Join Growing SIU Pension Roster**



Six more Seafarers have been added to the SIU's pension roster and are now collecting monthly pension checks of \$150 a month. The new additions are: Joseph Ferenc, Well Denny, Laurence Holt, August Pearson, Ferris Oakley and Joseph Hudgins.

Ferenc joined the SIU in the port of New York. Born in Hungary, he resides with his wife, Josie, in New York City. His last ship was the Linfield Victory (Alcoa) on which he sailed as a deckhand. Denny sailed SIU ships since 1943, joining in the port of New York. He was born in the Philippine Islands and will continue to reside in New York City with his wife, Kusnah. His last vessel was the Steel Admiral (Isthmian). He sailed in the deck department and achieved a bosun's rating.

Holt joined the union in the port of Mobile, Ala. His last vessel was the Yaka (Waterman) on which he sailed as a messman in the Steward department. Born in Alabama, he resides in Mobile. Holt saw service in the U.S. Army. Pearson joined the SIU in the port of Chicago, Ill., and sailed as a scowman in the SIU's Great Lakes Tug and Dredge Region. He had been sailing since 1927. Born in Sweden, Pearson and his wife, Linda, reside in Chicago. Oakley joined the SIU in the

port of Elberta, Mich. His last vessel was the Arthur K. Atkinson (Ann Arbor) on which he sailed as an AB. Brother Oakley was born in Michigan and lives in Elberta with his wife, Viola Mae. Hudgins joined the SIU in the port of Norfolk and was employed by the M. Lee Hudgins Towing Company. He last sailed aboard the Motor Tanker Haven Belle and was with the company 31 years. He and his wife, Thelma, reside in Matthews County, Va.

**DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District**

May 7 to May 20, 1966

**DECK DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	0	3	0	0	26	2
New York	58	22	40	18	15	164	65
Philadelphia	21	8	13	6	0	46	15
Baltimore	32	3	17	7	0	90	35
Norfolk	6	6	4	2	0	21	19
Jacksonville	5	8	6	5	5	15	9
Tampa	3	2	0	2	1	9	5
Mobile	27	10	8	5	0	93	19
New Orleans	59	19	50	17	3	141	68
Houston	35	27	40	36	10	140	64
Wilmington	5	7	13	8	11	10	1
San Francisco	25	10	24	15	32	61	21
Seattle	14	14	8	7	4	39	11
<b>Totals</b>	<b>297</b>	<b>136</b>	<b>226</b>	<b>128</b>	<b>81</b>	<b>855</b>	<b>334</b>

**ENGINE DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	2	0	0	0	7	4
New York	57	25	45	24	19	145	49
Philadelphia	13	10	3	4	2	25	20
Baltimore	25	15	15	11	0	46	43
Norfolk	6	6	0	2	0	23	21
Jacksonville	4	7	9	6	9	7	10
Tampa	1	1	0	2	1	4	5
Mobile	17	5	14	1	0	42	19
New Orleans	43	23	27	31	13	101	68
Houston	16	36	24	29	17	87	77
Wilmington	12	7	13	7	10	16	3
San Francisco	22	19	35	17	26	39	17
Seattle	22	8	11	10	3	31	6
<b>Totals</b>	<b>242</b>	<b>164</b>	<b>196</b>	<b>144</b>	<b>100</b>	<b>583</b>	<b>432</b>

**STEWARD DEPARTMENT**

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1	0	0	1	5	5
New York	44	12	32	8	14	109	32
Philadelphia	12	1	2	2	2	18	3
Baltimore	16	12	14	3	2	53	38
Norfolk	2	5	3	2	0	8	14
Jacksonville	4	1	4	3	8	5	6
Tampa	5	0	1	0	1	11	1
Mobile	20	9	6	2	0	63	20
New Orleans	61	35	55	33	5	151	87
Houston	30	10	29	15	23	88	35
Wilmington	3	0	2	0	18	12	0
San Francisco	24	5	21	12	25	50	12
Seattle	15	7	8	7	5	30	8
<b>Totals</b>	<b>236</b>	<b>98</b>	<b>177</b>	<b>87</b>	<b>104</b>	<b>603</b>	<b>261</b>



## Open Shop Group Seeks Expansion To 30 States

Open shop movements have sprouted in seven states since January 1, the National Right to Work Committee claims, and it boasts RTW groups will be functioning in 30 states by the end of the year.

The seven newly-organized groups are in Iowa, North Dakota, Montana, West Virginia, New Jersey, Massachusetts and Missouri. Iowa and North Dakota already have open shop laws.

Missouri is the latest to join the rolls. RTW supporters will push for a state open shop law in the 1967 state legislature.

Predictably, there are hints of rightist affiliations among the Missouri leadership. One director of the new committee is vice president of A. B. Chance Co., Centralia, Mo., whose head man, F. Gano Chance, is a leader in the John Birch Society.

The national committee, in an effort to drum up additional support in the wake of 14(b) repeal failure, is conducting a series of regional seminars over the next two months.

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Two Republican groups have urged their party to repudiate Dixie GOP attempts to build party strength through racism. The groups are Republicans for Progress, a national organization of moderate and liberal Republicans headed by Charles P. Taft of Cincinnati, and Republican Advance, a movement of students and teachers centered at Yale University.

In a report to the GOP National Committee, the groups called for disciplining of lily-white GOP organizations in the south and urged southern Republicans to appeal to Negro and moderate white sentiment in their campaigns.

The report condemned the white-only approach of Mississippi, Alabama and South Carolina GOP organizations. It warned that while courtship of segregationists and John Birch-type extremists may win short-term gains, decades of defeat would come in the long run.

It warned that already new Democratic movements to shake the grip of racism have "captured the torch of progress in much of the south" and attracted moderates and liberals, while in exchange Dixie GOP groups have won over "thousands of the most reactionary Democrats."

## LABOR ROUND-UP

President Joe Davis of the Washington State AFL-CIO has been named by President Johnson to serve on a new Citizens Advisory Committee on Recreation and Natural Beauty. Johnson established the committee and expanded the President's Council on Recreation to include natural beauty in an Executive Order.

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Vice President Meyer H. "Mike" Weintraub of the Distillery Workers suffered a heart attack and died in a Miami hospital while he was in town for a meeting of the union executive board preceding the organization's convention. Burial was in New York. Weintraub, an officer and for 20 years a member of Local 1, New York Wine Workers, had been a Distillery Workers' vice president since 1958. His widow and two children survive.

— ⚓ —

Dr. Albert Sabin, who developed the oral vaccine for protection against infantile paralysis, gave the oath of office to Cincinnati AFL-CIO board members recently and in a talk to delegates praised the labor movement for protecting the right to free association and preserving the right to strike. Dr. Sabin is a University of Cincinnati research scientist who was named winner of the 1967 Murray-Green award by the AFL-CIO Executive Council last February. He was chosen for his "lasting contribution" to human health.

— ⚓ —

Chase Department Store employees in Newark, Summit and East Orange, N. J., have changed their minds about union representation after a two-year trial of promises by new management and switched to the union side. They voted for Department Store Employees Local 21 of the Retail

Clerks, 397 to 135, in a National Labor Relations Board election.

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The Retail Clerks International Union announced the appointment of Vice President James T. Housewright, the union's director of organization, as executive assistant to President James A. Suftridge. Housewright, 44, succeeds Vice President Murray Plopper, who retired after 30 years of union service but will be "on call" for the rest of 1966 in connection with his former assignments. Vice President William A. McGrath took over Housewright's post as director of organization. McGrath, 44, has been organizing director for RCIA's eastern and central divisions.

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The Carnegie Hero Fund Commission has awarded its coveted medal and a \$750 check to a railroad worker who risked his life to save a migrant farm worker. The award went to Leo H. Murphy of Wallingford, Conn., local chairman and treasurer of Lodge 201 of the Railroad Trainmen, and a freight conductor on the New Haven. When the 60-year-old farm worker failed to respond to the warning of the locomotive horn, Murphy leaped from the footboard of the engine, shoved the man off the track and fell on top of him.

— ⚓ —

Funeral services for John P. Burke, who was president and secretary of the Pulp, Sulphite and Paper Mill Workers for 48 years until his retirement 15 months ago, took place on April 29. Burke was 82 when he died at Miami Beach, Fla. He got his first job at 13 in a paper mill and later, while working for the International Paper Company at Franklin, N.H., helped form the union. He headed the organization from 1917 to 1965.

## "Down in Davy Jones' Locker"



### For An Independent Maritime Agency

President Johnson has asked Congress to establish a new cabinet-level Department of Transportation in which 11 Federal transportation units, including the Maritime Administration, would be combined. Hearings on this proposal are now being held before the appropriate committees on government operations in the Congress.

The SIU and the other AFL-CIO marine unions have strongly opposed inclusion of the Maritime Administration in such a new department, and further urged that MARAD be removed from its present position within the Department of Commerce and re-established as an independent and autonomous agency.

In the years during which MARAD has been an agency of the Department of Commerce, it has continually been mired in a tangle of red tape which has led to a serious deterioration of U.S. maritime capability. As SIU President Paul Hall pointed out to the Congressional hearings on the subject last week, MARAD "could very easily become lost in a bureaucratic maze," if it were

included in an even larger Department of Transportation.

Maritime would be in very real danger of being completely swallowed up and ignored within the huge, complex structure of the proposed Transportation Department. In such a case neither the best interests of the merchant marine or the nation would be served.

In line with the resolution endorsed by the AFL-CIO Convention in San Francisco last December, the AFL-CIO marine unions have submitted to the Congress a proposed bill under MARAD would be removed from the Department of Commerce and re-established as an independent agency.

Only if the Maritime Administration enjoys an independent status will it be able to promote the interests of the maritime industry. If it remains shackled in red tape or becomes even more enmeshed in an even larger, more complex Department of Transportation, U.S. maritime will in all likelihood continue to deteriorate past the point of no return.

### Good Luck to the Scholarship Winners

The 13th annual awards of the \$6,000 SIU college scholarships was made last week. As a result, a Seafarer and four children of Seafarers are enabled to attend the college of their choice to pursue any course of studies.

The SIU college scholarships, have since their inception, enabled 24 Seafarers and 44 children of Seafarers to obtain their higher education. Graduates of past SIU

scholarship programs are presently active in a variety of fields including medicine, teaching, community services and engineering.

The SIU scholarship program represents just one of the ways in which the American trade union movement benefits not only union members, but the nation as a whole. The SIU is proud of the record compiled by Union scholarship winners in the past and wishes the 1966 award winners the best of luck in pursuing their studies.





# CAVEAT EMPTOR

## LET THE BUYER BEWARE!

**F**AKES and swindles in the field of health have become big business in the United States. It has been estimated that Americans spend \$1 billion a year on falsely promoted, worthless, or dangerous health products.

Much of this fakery is aimed at the nation's elder citizens—those who can least afford to waste their money on fake treatments and products, and who can be harmed by delaying necessary professional medical treatment while in pursuit of non-existent "miracle" cures. But no one is immune from the assaults of these health quacks and frauds. They make appeals to people of all age groups, all social and economic levels, and the highly educated as well as the poorly educated. Vast amounts are spent on advertising products and techniques which have at best limited value, and at their worst can be deadly to the individual who falsely places his trust in their effectiveness.

At hearings conducted by the Senate Subcommittee on Frauds and Misrepresentations Affecting the Elderly, which is part of the Special Committee on Aging, witnesses estimated that, of the \$1 billion spent annually on health frauds, \$500 million goes for dietary frauds in the form of "health" foods, food supplements, weight-reducing gimmicks and literature, and fads and cults of this nature. Arthritis sufferers alone are bilked for another \$250 million yearly on misrepresented remedies. But far worse than the staggering financial loss involved in self-diagnosis and self-treatment with ineffective products, is the danger that reliance on them can cause fatal delay in getting proper medical treatment.

Under the suggestion of Senator Harrison A. Williams, chairman of the Special Senate Committee on Aging, a nationwide study is to be made of factors that induce people to fall for fakes and swindles in the field of health. The study will be coordinated by the Food and Drug Administration of the Federal Government, with the cooperation of other government agencies.

The variety of frauds and misrepresented remedies which are practiced against the American public is staggering. They range from complicated, worthless and very expensive machines which supposedly diagnose or treat various ailments, to miracle charms of magnetized iron. Vitamins, health foods and books on folk medicine are classified under the category of fraud when exaggerated claims are made concerning their nutritional value to the individual. Many highly advertised patent medicines must be placed in this same category when the advertising does not make clear to the public that although the product may give temporary relief of the symptoms of an illness, it does not provide a cure for the illness—as is often implied.

The health fakes and swindles discussed on these pages represent only a partial listing, compiled from data accumulated by the Food and Drug Administration

of the U.S. Department of Health, Education, and Welfare and the Senate Subcommittee on Frauds and Misrepresentation Affecting the Elderly. The following facts should be read carefully because they are of vital importance to everyone's life:

**VITAMINS.** No one will deny that a balanced vitamin supply is essential to good nutrition and health. Yet vast amounts of money were wasted yearly on expensive vitamin supplements simply because people fail to realize that abundant supplies of vitamins are already present in the American food supply, which is the best in the world. Daily use of common foods such as vegetables, fruits, milk, eggs, meats, fish, and whole grain or-enriched bread will supply all of an average individual's nutritional needs. High pressure sales techniques are used to sell millions of dollars worth of vitamins which are not needed. They are often pushed as cure-alls for every kind of disease. The fact, is however, that some vitamins are actually harmful if one takes too much for too long. Well-planned meals will supply all the vitamins needed by the average individual. In case of any doubts about individual requirements, self treatment with vitamin supplements is a serious mistake. In such cases the money would be much better spent by visiting the family doctor for a complete checkup.

**HEALTH FOODS.** All sorts of wild claims are made for so-called "health" foods by food faddists and dietary cultists. These claims are invariably false because the "special" foods, which are sold at grossly inflated prices, contain the same nutritional value as the foods you can purchase at any grocery store or supermarket. Food fads can be dangerous to health as well as expensive when the diet is limited to one food or family of foods. Much of this food faddism has been aimed at the nation's older citizens, yet the same rule applies. No matter what his age, if an individual is in good health these special foods are of no value. If an individual is not in good health a doctor should be consulted—attempts at self treatment with special diets or products are dangerous.

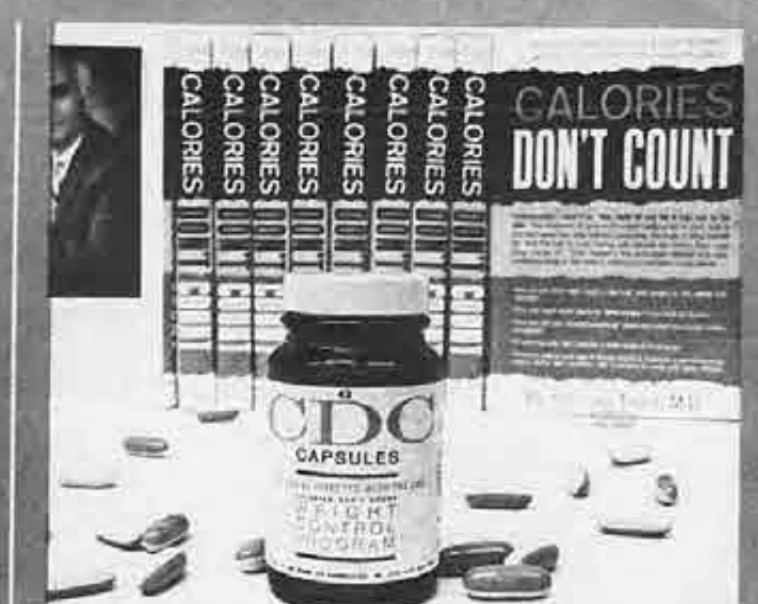
In this same category are the so-called "folk medicines," often popularized in do-it-yourself health books. The potions they advocate for treating everything from arthritis to warts are often common plants and substances which have no appreciable medicinal value. All things being equal, for instance, consuming quantities of unsaturated fats will not prevent hardening of the arteries; cod liver oil and orange juice will not cure arthritis; garlic has no effect on high blood pressure; and royal bee jelly will not restore an aged individual's lost manhood. What often happens with false reliance on these quack cures, unfortunately, is that proper medical attention is postponed until successful medical treatment is either impossible or extremely difficult.



No "doctor book" can serve as a substitute for a medical doctor yet one which falsely promoted honey and vinegar as cure-all recently made bestseller list.



The "Oscillotron" was one of 13 phony devices promoted by Electronic Medical Foundation. Photo shows device giving "treatment" for exophthalmic goiter.



Safflower oil capsules recommended in best selling "Calories, Don't Count" were taken off the market because of false health aid claims made in book.

methods could save millions of lives which are now needlessly lost.

Cancer can be cured with early treatment by surgery, X-ray, or radiation. Some specific types of cancer will also respond to certain drugs. Early diagnosis and treatment by a trained physician is of the utmost importance. To be cured, cancer must be nipped in the bud. The earlier it is caught and treated, the greater are the chances of recovery. Regular medical checkups are your best protection against cancer. In addition, see a doctor without delay if you observe any of the following warning signals:

- Any lump, especially in the breast.
- Irregular bleeding or discharge from body opening.
- Persistent digestion.
- Unexplained changes in bowel movements.
- Unexplained weight loss.
- Changes in color or size of a mole.
- Any sore that does not heal promptly.

**COSMETIC MEDICINES.** No one can seriously deny the value of good cosmetic preparations, properly applied. They can improve personal appearance and in so doing contribute greatly to improving the individual's mental health and general outlook on life, and even, because of psychological factors, make them feel better physically. Many unscrupulous persons, however, have cashed in on human vanity which makes many people willing to spend a great deal of money for products that promise what they cannot perform.

The worst of these promises are made for products containing supposed miracle chemical or scientific discoveries which will return the body, or portions of the anatomy, to a state of youth. This is impossible. The process of aging cannot be reversed. Proper care can often improve the condition of the skin, for example, if it has been neglected or exposed to wind, weather or other irritants. There is no preparation however, which can return the skin to a state of youth. Such a false claim is often made for royal bee jelly, for example. Wrinkle removers are worthless. Similarly, there is no cure for baldness (part of the process of aging) either through medications or massage treatments. Another process of aging, the loss of the hair's color, is similarly impossible. The hair can be dyed, but its natural color cannot be restored. Special vitamins or other preparations are worthless to achieve this end.

**REDUCING FOODS AND SCHEMES.** One of the most lucrative fields of fakery involves reducing products. Many fraudulent promoters have gotten rich quick by "fooling the fat" as they cynically put it, in the sale of drugs, gadgets, and diet plans and books. Barring serious glandular disturbance, overeating is the basic cause of overweight and careful and proper dieting under the supervision of a physician, is the only treatment. No matter what anyone says, no matter how many titles a convincing huckster has placed after his name, you cannot eat as much as you please and still lose weight. "Get slim quick" is nothing but the worthless slogan of huckster who wants to get rich quick.

**MACHINES WHICH SUPPOSEDLY DIAGNOSE**

**OR TREAT DISEASE.** One of the biggest and most dangerous health swindles is the mechanical or electrical gadget that is supposed to tell what disease a person has and how to treat it. Thousands of such machines have been manufactured and are in use by various kinds of health practitioners to diagnose and treat every kind of human ailment.

Keep in mind that there are legitimate medical devices such as those used by physicians to determine blood pressure, and to record heart action, (electrocardiograph). However one must immediately beware when phenomenal claims are made for mechanical or electrical devices. They are invariably dangerous frauds. Such devices include uranium impregnated gloves for the treatment of arthritis, machines which emit gasses supposedly beneficial for various diseases (but which are often themselves dangerous to health), devices which supposedly transmit beneficial electrical currents through the body, and other such fake gadgets.

The vibrator or massage devices are often useful to give temporary relief of muscular aches and pains, but are not effective for arthritis, rheumatism or heart conditions—nor for "spot" reducing.

**HOW TO KNOW IF IT'S FAKE OR HAS VALUE.** The Food and Drug Administration suggests the following ways to determine whether a remedy is worthwhile:

It is a "secret" remedy? If so, you can be almost certain that it is a fake. Does the sponsor claim he is battling the medical profession or the government which is trying to suppress his wonderful discovery and keep it from the public? This one of the surest signs of quackery. How did you hear about it? If the treatment was advertised or promoted in a sensational magazine or by a faith-healers' group, or by some crusading organization of people with little or no medical training, be skeptical. Reputable physicians or medical researchers do not operate that way.

**THE SAFE THING TO DO.** If you feel ill, are worried about unexplainable symptoms or bodily changes, or suspect for any reason that something is wrong physically, visit a reputable doctor for a complete physical examination. Seafarers and the dependents of Seafarers should take advantage of the free diagnostic medical examinations available to them in the competently-supervised SIU clinic facilities. These facilities are staffed by experienced doctors and technicians utilizing the latest in diagnostic equipment and techniques. The SIU urges all Seafarers and their dependents to take advantage of this service regularly, even if they do not feel sick or suspect the presence of an ailment. In the early stages of most diseases the patient feels no discomfort and shows no physical symptoms of illness. In the earliest stages, when they are most easily treated and complete recovery is most likely, many diseases are discoverable only with the aid of complete diagnostic facilities utilized by competent physicians and laboratory technicians. The lives of many Seafarers and of the dependents of Seafarers have been prolonged because in the course of routine check-ups incipient ailments were discovered that they might not have otherwise learned of until it was too late for medical treatment.



One of the phoniest of health swindles is the sale of sea salt or bottled ocean water with the claim that it supplies minerals essential to life. Plain food is better.



Typical of worthless gadgets for "curing" arthritis is the Wonder Glove. "Micro-Dynameter" was supposed to treat serious diseases but was a fake.



The "Calzone," one of phony devices demonstrated at Senate subcommittee hearing, crackled, buzzed and gave off gases that allegedly cured major illnesses.



ONE OF THE GREAT HOAXES perpetrated on the nation's newspaper readers is "canned copy"—editorial matter written by propagandists in places like Washington and which appear in papers throughout the country without revealing the source. The use of "canned copy" against organized labor has been effectively exposed in the AFL-CIO magazine American Federationist, prompting Rep. Frank Thompson (D-N. J.) to suggest a law requiring canned material to be so labeled.



# "CANNED NEWS"



A SERIOUS fraud is being practiced against the readers of small town daily and weekly newspapers all over the country. They are being fed "canned" newspaper material and editorials, prepared in Washington, D. C., by high-powered publicists in the employ of various special interest groups—most of them right-wing, anti-labor groups.

This growing problem, which is important to every American and to American labor in particular, was exposed and explored recently in an article written for the AFL-CIO Federationist magazine by Ray Denison of the AFL-CIO Department of Public Relations. (Denison was formerly the managing editor of the Seafarers Log and later represented the SIU in several other capacities.) In the Federationist article, Denison pointed out that thousands of these canned editorials in support of 14B were printed in newspapers at the time when the question of 14B repeal was before Congress.

Readers of these newspapers were led to believe, the article pointed out, that the "news" came from recognized, responsible, and impartial sources, or were the creation of their local editor's mind after careful and objective study of the issues involved. Actually however, they were the slick, calculated writing of anti-labor "right-to-work" lobbyists based in Washington, D. C., Denison wrote.

The problem of biased, "canned" news and editorials has become such a serious problem in the United States that the weekly trade magazine of the printing trades unions and the Newspaper Guild, recently startled its readers by wholeheartedly supporting the Denison article and the AFL-CIO stand against canned editorials.

Denison's study points out that "Far from being a phenomenon peculiar to the 14B fight, the 'we'll peddle your cause as news for a fee' business has become a substantial Washington industry, thriving on the deception that a point of view presented as a news story is more likely to be read and believed than an advertisement—and a lot cheaper."

"The effect this editorial bombardment" the Federationist article continued, "can have on a community mind was described by veteran reporter and press critic Ben Bagdikian in the February issue of the Federationist:

"The editorial page helps create community standards for discussion, if for no other reason than its effect on the commercial community. It is a major factor in deciding which issues become issues and it tends to limit the breadth of alternatives considered respectable or viable; it provides the basic arsenal of ideas and of the vocabulary of public discussion.

"This is where the American editorial page has failed most significantly."

The AFL-CIO Public Relations staffer said that "Shortly before the 89th Congress reconvened in January, identical editorials appeared in scores of small town newspapers. Each successive editorial deplored 'the union bosses' control over federal legislative processes; bemoaned 'President Johnson's payoff to labor cronies; applauded 'Senator Everett Dirksen and a loyal band of American senators who were preventing the demise of democracy,' et cetera.

"None of the stories and editorials gave any clue that the views being presented had been paid for by an organization with a direct personal stake in the issue."

THE technique in the "canned news" operation was described by Denison in this way: "Does the 'right-to-work' Hurt the Wage Earner? asked one editorial. And in seven choice paragraphs the answer was obviously 'no.' Instead it painted a pic-

ture of bountiful prosperity and high pay for workers in the 19 'right-to-work' states.

"The reader could be expected to assume that the editorial was the conclusion of the local editor—respected Rotarian, community leader and doting parent—who had examined facts and figures and the economic climate around him (most of the stories appeared in 'right-to-work' states).

"This editorial, however, was actually the product of National News-Research, a 'boiler room' operation in Washington, and had been distributed to hundreds of weekly and small town daily newspapers.

"The cost to the local editor was nothing. The tab had been picked up by the 'right-to-work' sponsor, as was the cost of a steady stream of similar outpourings by other 'news services.'"

The nature of National News-Research company, a typical "boiler room" producer of canned news was revealed in the Denison piece as an outfit whose "major source of income is various extreme right-wing causes espoused by its founder, Ralph deToledano. A long-time advocate of radical rightwing causes, deToledano is a functionary in such far right outfits as Young Americans for Freedom and the American Conservative Union. He is also the author of the 1963 book, 'The Winning Side, a Case for Goldwater Conservatism' and in the 1964 presidential campaign had as a client the Citizens for Goldwater-Miller organization."

The Federationist article points out that deToledano's "good standing with America's far right was evidenced by the disclosure in the New York Times that some of the \$200,000 left over from the Goldwater presidential campaign was given to National News Research and other conservative fringe groups."

Another of the anti-union canned news operators described in the Federationist article was U. S. Press, which offers its "editor-serving service" available to 1,500 editors.

"For U. S. Press, an attack on the U. S. labor movement was easy," Denison noted, adding that "In 1961, at the time of Senate inquiries into lobbying activities on behalf of foreign nations, U. S. Press offered its editors an attack on United States foreign policy. Editorially criticized was the U. S. government position in the United Nations' debate on the Portuguese colony of Angola. The client? The Portuguese government, whose American public relations representative paid U. S. Press \$175 for distributing the editorial. No identification was made to the recipient editors as to the editorial's sponsor."

"If the editor had small chance of knowing—though he might well surmise—the reader had no chance at all," the AFL-CIO writer said. "And, even if an astute reader eventually figured out that there just might be more to 14B than he was being fed, it was too late to react.

"Besides, the 'boiler room' outpourings never cease. The reader is now finding another labor 'issue' on his local newspaper's editorial page. The current editorial starts off 'The name sounds like some kind of disease, and perhaps in a sense it is. There's a bill now before Congress (H.R. 10027) called the 'common situs' or 'secondary boycott' bill. It would allow a construction workers' union to stop all work on a building project if the union bosses...

"Looks like U. S. Press is already busy with 'news' in behalf of another client."



# SIU Oldtimer Remembers Old Days When Charleston Was Leading Port

"My brother always carried his double-barreled shotgun with him on the mail runs." This is one of the recollections of SIU pensioner Moses A. Lucas who first went to sea in 1906 and served in the steward department on the old Clyde Steamship Company passenger ships.

When Brother Lucas first set out on his seafaring career, his brother was running the U.S. mail boat between Charleston and a small South Carolina town called Cainhoj, which could be reached only by water.

"Back then there were wild turkey and ducks up and down the river where the boat ran, and it was a rare day when we didn't come home with something in his game bag. As a matter of fact, he kept his family and friends pretty well supplied with meat just by slowing down his boat occasionally to do a little shooting."

"I guess you could say that my whole life has been connected with the sea one way or the other," Lucas explained. "Not only did I work in the steward department on those passenger ships, but I also was employed on a buoy tender servicing the rivers and inlets in the Carolina low country."

When Brother Moses first started shipping out, he was paid \$20 a month plus room and board. He was then serving as pantryman on passenger ships running between New York, Charleston and Jacksonville. When the passengers would disembark at the port of Charleston, Lucas recalls, they would take a tour of the city in horse-drawn carriages.

The port city of Charleston was nothing like it is now, Lucas explains. Nearly all of the side-streets were dirt, although some had cobblestones, which were hard on a horse's feet. Meat and vegetables were bought in open-air markets, supplied by the people who lived on the nearby islands and farms. "But the biggest change I notice now," he said, "is out the change from the horse car to the electric car to the automobile. The big change as far as I'm concerned is that I don't see many

## 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.

people I know. Everywhere I go I remember what used to be located on a certain spot. There are hardly any small grocery stores, butcher or poultry shops remaining. I guess everything is now handled through the supermarkets."

### Still Wonderful

"There were many things to see in that colorful city," he said, "and in my opinion there still are. Of course, no one travels about in buggies any more, but the magnolia gardens and the grand houses filled with antiques still remain. I visited there last month, and had an excellent time just walking about recalling old memories of my life there as a boy."

"As I remember," Lucas went on to say, "Charleston was a bigger port than it is now, comparatively speaking, and the place was bustling with activity. Everybody seemed to be in some kind of business—even if he had to rent a shack and sell stickwood or turnips and cabbages. It was truly a city of ships and small markets."

### Now on Pension

Now that Seafarer Lucas has retired on SIU pension benefits, he spends a good bit of his time travelling about the United States, reliving his early days in the various Gulf and eastern seaboard

port cities. Aside from his recent trip to his native city of Charleston, Lucas took a trip to New Orleans last year during the Mardi Gras; and when he is not travelling, Brother Lucas spends his time with his married daughter, who lives in Hyannis, Massachusetts.

"Now," Lucas concluded, "it's time for this old Seafarer to sit back and take notes and leave the rest to the younger generation. But I've no regrets about the way I've managed my life. I have my good days—and I wouldn't call my bad ones very bad."

"I have, however," he said, "seen a good bit of life while working at sea, and I thoroughly enjoy my travels back to the old ports, where I used to visit as a boy."

## SIU Lifeboat Class Sets Sail



Recent graduates of SIU Lifeboat Class No. 151 pose for their photograph at graduation ceremonies, after completing the Harry Lundeborg School of Seamanship's lifeboat training in New York. Graduates include (seated, l-r), Clifford Leahy, Clifford Zink, Bill Owens and Henry Lawrence. Standing (l-r): Dan Shafarmen, Thomas Peden, Mathew Henehen and class instructor Arni Bjornsson.

# PERSONALS and NOTICES

### Friends of Billy Pitner

Seafarer Pitner is under the weather and would like to hear from his buddies. His address is 1455 Rivers Avenue, Boston, Massachusetts, and he will be at this address for the next two months.

### Joe Bjowski

Your wife is holding important letters for you at home. If you are unable to drop by to pick them up, please send a forwarding address.

### Passport Lost

Would any Seafarer who has found the passport of James T. Simmons, please leave it at the counter at New York headquarters.

### Candide Alcides Ortiz

Please contact your wife at her home at 3400 Springdale Ave., Baltimore, Md. 21216, as soon as possible.

### Walter Wright

Please contact Mrs. N. Matthis, 304 Haines Avenue, Barrington, New Jersey, as soon as possible.

### Joseph L. Sheahan

Please get in touch with your niece, Mrs. Mary Ann Verwey, Route 1, Rosebush, Mich.

### Carroll J. Rollins

Please contact your family at the following address: Mr. and Mrs. Floyd Rollins, 199 Messick Road, Poquoson, Virginia.

### Bernard C. Hamer

It is important that you get in touch with your uncle, Mr. George H. Riley at 2256 Pineland Drive, Albany, New York.

### Bartolome Del Valle

Would you please contact your wife, Mrs. Sandra Del Valle, at 1532 A. S. 8th Street, Milwaukee, Wisconsin, 53204.

### Gerald L. Nance

Please get in touch with your wife any time after six o'clock. Her phone number in Charlotte, North Carolina is 376-8100.

### Alfred Sylvan DeAgro, Jr.

Please contact Mr. Robert H. Metz at the County Office Building in Rockville, Maryland, 20850.

### John (Jack) Nall

Q. Augusta would like for you to call. Phone number TL 6-2632, or write at 87 Prospect Avenue, Buffalo, New York, 14201.

### Wayman C. Lizotte

Please get in touch with your wife, Elizabeth, as soon as possible, at 752 Domingo, Santiago, Sampaloc, Manila.

### Carlos Ortez

Manuel Derecho is still holding part of your gear which was left in his automobile. If you are unable to stop by, please send him a forwarding address, so that he can ship it on to you. Contact him at his address in San Juan, Puerto Rico.

## LOG-A-RHYTHM

### When I Retire

By Harry Wolowitz

*When I retire at sixty-five,  
Or maybe sixty-two,  
I'll say goodbye to my shipmates,  
With this sea sailing I'll be through.*

*I've sailed the seas forty years,  
Had my share of everything,  
Been to just about every port in the world,  
Had my ups and downs, what life will bring.*

*I started to sea forty years ago,  
Where you slaved all day, kept on the go,  
The food was slop, the pay was nil;  
If you spoke at all, your job they'd fill.*

*There was no Union, just fink shipping halls;  
If you didn't have a five spot, you didn't ship at all.  
Besides your eight hours, there were field days galore,  
When I think of all this now, my back still gets sore.*

*I hit the bricks in thirty-six,  
And I'm glad I've done my share;  
I can look the world straight in the face,  
Smile and say, "Hello, there."*

*Now I'm getting that middle spread, also middle age,  
Just a happy-go-lucky Union man, not an oriental sage.  
I'm looking forward to my pension, I've dreamed of it before,  
When I can relax with a bottle of Vat,  
and take it easy forever more.*





# On The Del Norte



Chief Cook Feliks Jasocinski prepares to grill some tasty chow.



When you can eat and sun at the same time that's good shipping, as these members of Del Norte crew will surely testify.



SIU Deck Delegate Bob Callahan snapped (l. to r.) Captain Cooley, Chief Engineer Turner and Purser W. Sistrunk in the act of sunning on the deck.



Deck Delegate R. Callahan, Chief Steward Bill Kaiser and Fireman Kurts Binemonis pause for the photographer.



Along the rail of the Del Norte is a great spot to relax and shoot the breeze, according to crew members M. Smith, J. Zimmer and A. Guidy.



Henry Donnelly, who serves as 2nd cook and ships delegate, stands ready to put the steaks on the charcoal grill.

## Benefits of Unions Often Go Unnoticed

To the Editor:

Your recent article covering the advancement of Seafarer Robert Anderson from FWT to 3rd Assistant Engineer is noteworthy as it is indicative of the effort of organized labor to benefit its membership.

Too many irresponsible voices have been heard in the past, and I'm sure will be heard in the future claiming that unions kill initiative and are only interested in getting a free ride whenever possible. It is unfortunate that they will not read about the success of your program, nor bother to speak to the men who are benefitting by it.

These same irresponsible voices can never seem to be heard when it comes to attacking runaway shipping programs or proposed foreign shipbuilding programs.

The SIU record has long stood for helping its membership while not forgetting the nation.

Gordon Schofield

## LETTERS To The Editor

### Log Aid In Fighting Anti-Union Forces

To the Editor:

Since May 1948 this writer has been receiving the LOG regularly at home. I live in Tennessee, where unionism has had a hard time as in many southern communities in being accepted. I like to think that my copy of the LOG, passed from hand to hand has played some small part in making my neighbors more aware of the benefits and rightness of organized labor.

I was 2nd engineer on an Alcoa ship when I started receiving the LOG in 1948. Now I am about to retire after some 34 years at sea—with all ratings from wiper to first assistant.

I'll have a hard time adjusting to the quiet routine of retirement no doubt, but I am assured that the LOG will keep me alert and sympathetic with the problems of my shipmates everywhere.

C. H. Sparks

### Seafarer and Wife Thank Welfare Plan

To the Editor:

My husband and I wish to thank the SIU Welfare Plan for the fast and efficient way in which our claims were handled. Our bills were paid in less than a week. We are very grateful that the Welfare Plan took such good care of us in our time of need.

Mrs. Jose Garcia

### Union Loyalty Helps During Bereavement

To the Editor:

I received a letter from the Union along with a check for \$4,000 upon the death of my husband. Many thanks from the bottom of my heart for the warm sentiments, loyalty and understanding that the letter expressed. It is deeply appreciated.

My heart is very heavy but with the backing of the fine organization that the SIU is I gain additional strength with which to go on.

I extend my sincere thanks and may the Lord bless each and every Seafarer.

Mrs. Kathleen Herzich

## Asks Health Data Cards for Seamen

To the Editor:

Time after time I have taken this up with shipboard personnel and they are in accordance with my feelings—but nothing has ever come of it, I sincerely hope that you may see fit to start the ball rolling in the right direction.

A vessel must have a Seaworthy Certificate before it puts to sea and I feel that the sea-going personnel should be placed in the same category.

True, each crewmember carries a Health Card that states he is in A1 condition for one year/or he may have a card good for 3 to 6 months. An automobile may pass every test in the books and one week later—said auto may fall apart at the seams, the human body fits into the same class.

I am for this yearly checkup 100%, but the crewmember should also be serviced with the following. Since each and every seafaring man must renew his S.I.U. health card yearly, I cannot see any additional hardship placed on the Clinics.

1. He should have on his Health Card his blood type. Who knows when a serious accident might arise and the crewmember may require a blood transfusion? By knowing his Blood-Type might mean the difference of Life and Death. Example—crewmember suffers bad injury and is hemorrhaging—call goes out for assistance—Blood Type is — the other end can line up blood donors with same type and be prepared to take over immediately when the man is landed in their care—TIME FACTOR can mean the difference of Life and Death.

2. An crewmember who suffers from diabetes, heart trouble, ulcers, etc., said disease should be noted on back of his health card, in the event of an emergency, he can get immediate attention. Example—patient may be one who indulges in alcohol, he may be in a stupor and the layman comes to the conclusion that the man is intoxicated, this man might be a diabetic and might be in a COMA?

3. He should have all the necessary shots, which can be checked by the clinic whenever he renews his Health Card.

(a) Smallpox, good for 3 years (unless you touch a country that has had an epidemic) then it would be necessary that the vessel comply with the 1-year ruling.

(b) Yellow Fever, good for 10 years.

(c) Tetanus (this should be a MUST) a man suffers a head injury/or runs a nail into his foot etc., etc. Tetanus can be very tricky and should be only administered by a doctor.

The above vaccinations should be done by the Clinic, other type of shots can be taken care of by using shore side doctors, depending upon the voyage the vessel is making.

I sincerely hope that the S.I.U. can see their way clear to cover the above and also that all the other Unions will follow suit.

Regarding the BLOOD TYPE, this should not only pertain to sea-going personnel, but to people from all walks-of-life.

Jerry Lurie, Purser, SS Del Rio

## FINAL DEPARTURES

**Dominic Graziano, 56:** Pneumonia claimed the life of Brother Graziano in San Francisco, Calif., March 3. He joined the SIU in 1951 in the port of New York. A member of the deck department, he sailed on American-flag ships for over 20 years. Born in New Jersey, he lived in Yokohama, Japan. Surviving is his widow, Michiko Katayama of Yokohama. Burial was in Newark, N. J.



**Thomas MacTaggart, 38:** Brother MacTaggart died of pneumonia in San Francisco, November 21, 1965. He was born in El Reno, Oklahoma, and was a resident of San Francisco. Brother MacTaggart sailed as an oiler in the Engine Department. He was a member of the union since 1947 and joined the SIU in the port of New York. Surviving is his mother, Mrs. Esther MacTaggart of Norman, Oklahoma.



**Henry R. Dombrowski, 40:** While sailing as a Bosun aboard the coaster Arizona, Brother Dombrowski was stricken by a heart attack, March 14, 1966. The body was removed at the Coast Guard station in Virginia Beach, Va. A member of the SIU since 1945, he joined the Union in New York where he was born. He is survived by his wife, Anna, of Middle Village, Long Island, and a sister, Mrs. Stella Goidice of Brooklyn, New York.



**Lawrence R. Vance, 45:** Brother Vance died at his home in Baltimore, Md., March 1, from heart disease. He joined the SIU in Baltimore in 1964. A fireman-water tender in the Engine department, his last ship was the DE SOTO. Vance was born in Eau Claire, Wisconsin. He served in the Marines from 1944 to 1946. Surviving is his brother, Robert Vance of Baltimore. Burial was in Baltimore National Cemetery.



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

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## SIU ARRIVALS

Gerard Cifarelli, born March 6, 1966, to the Angelo Cifarellis, San Pablo, Calif.

Beth Luanne Lupton, born April 18, 1966, to the Christopher Luptons, New Bern, N. C.

Theresa Brazden, born April 20, 1966, to the Joseph A. Brazdens, Atlantic City, N. J.

Rose Vanocor, born March 18, 1966, to the Joseph Vanocors, New Orleans, La.

Dawn Jourdian, born March 25, 1966, to the Ronald J. Jourdians, Baltimore, Md.

Sean Michael Simms, born March 24, 1966, to the Herbert Simms, Baltimore, Md.

Joseph Simpson, born December 22, 1965, to the Robert W. Simpsons, Parlin, N. J.

Donna Taylor, born December 6, 1965, to the Lee Taylors, Walker, La.

John Leroy Shaw, born March 14, 1966, to the John W. Shaws, Port Arthur, Tex.

Anna Iris Vazquez, born October 8, 1965, to the A. M. Vazquez, Brooklyn, N. Y.

Marcia Sue Cormier, born October 27, 1965, to the Joseph Cormiers, Opelousas, La.

Pamela Ash, born April 5, 1966, to the John Ashs, Jacksonville, Fla.

Angela Lynn McKay, born April 16, 1966, to the Murdick P. McKays, Alpena, Mich.

Paula Vargas, born April 14, 1966, to the Ramon Vargas, Brooklyn, N. Y.

Richard Allen Federn, born April 27, 1966, to the Richard Federns, Tampa, Fla.

Pamela Moon, born April 1, 1966, to the William D. Moons, Erie, Pa.

Elizabeth Simpson, born February 24, 1966, to the Robert A. Simpsons, 8 Mile, Ala.

Sandra Lynn Thayer, born March 4, 1966, to the Donald Thayers, Chicago, Ill.

Rosaline Dailey, born March 2, 1966, to the Ervin R. Daileys, Lake Charles, La.

Tina Maria Daniels, born February 25, 1966, to the Ezekiel E. Daniels, Wanchese, N. C.

Jacqueline Bianchi, born July 1, 1965, to the Jerome Bianchis, Toledo, Ohio.

Nona Adams, born March 15, 1966, to the Earl Adams, New Orleans, La.

Lisa Ann Troxclair, born April 1, 1966, to the Calvin Troxclairs, New Orleans, La.

Raymond Francis Whilden, born February 17, 1966, to the Kenneth Whildens, Heinserville, N. J.

William Squires, born March 28, 1966, to the Edward Squires, Levittown, N. Y.

# Seafarers Convert Wood to Watts When Breakdown Cripples Vessel

The ability of Seafarers to adjust to and make the best of adverse conditions was aptly demonstrated during the recent run of the SIU-contracted Bowling Green. The vessel steamed out of Portland, Oregon, on a run to Japan; and though the trip started smoothly enough, it ended with Seafarers working around the clock to get the limping ship into Yokohama.

The cause of all the trouble was a failure which affected not only the engine itself, but the electrical system as well. Seafarers found themselves chopping wood from 12-14 hours a day—wood to get the ship underway again, and wood to prepare their food on a makeshift stove.

And though the crewmembers wouldn't pick this situation again if they had the choice, according to the report of the Seafarers aboard, everybody pitched in and put in long hours in an attempt to keep the ship going.

### Steward Dept. Cited

The steward department was especially cited by the crew. They rolled up their sleeves and worked out to 15 hours a day to provide hot meals for their fellow Seafarers. Since the ship's range was also on the blink, their stove consisted of a five-gallon can covered with an iron grating from a milk crate. The galley gang spent long hours breathing in soot and smoke in order to provide hot meals for the crew.

There was no heat, no lights—even drinking water was at a pre-



Salon Messman Robert Cadalzo chops up small pieces of wood to be used in the makeshift stove on the Bowling Green during a nine-day breakdown at sea.

mium after a nine day breakdown in the Pacific.

But the black gang kept trying to get the engine back in operation with the wood that the rest of the crew was cutting. They were finally able to get up a little

steam on three separate occasions, only to have the power fail again.

Finally, they had to throw in the towel when the vessel was about 100 miles from Yokohama, since there was no longer any hope of getting the vessel moving again, until it underwent quite a few repairs. Needless to say, the entire crew was quite happy to have their feet on dry land again.

**CARROLL VICTORY (Delta)**, March 6—Chairman, El D. Moyd; Secretary, El D. Moyd. Some disputed OT to be taken up with boarding patrolman. Vote of thanks to the steward department.

**PORTMAR (Calmar)**, April 12—Chairman, R. Stahl; Secretary, J. Bonds. Ship's delegate reported that all is running smoothly with no beefs. Bosun extended a vote of thanks to the entire crew for their cooperation.

**STEEL VOYAGER (Isthmian)**, May 5—Chairman, Joe Brown; Secretary, Tony Gaspar. One crewmember missed ship in New York. Beef regarding draws in foreign ports. \$11.86 in ship's fund. Vote of thanks extended to the steward department for the good feeding and service.

**TAMARA GULDEN (Transport Commercial)**, April 25—Chairman, Joseph Warfield; Secretary, Calvin Hirsch. \$9.05 in ship's fund. \$25.00 in movie fund. Few hours disputed OT in deck department. Discussion on preparation of food. Discussion about movies.

**PENN EXPORTER (Penn Shipping)**, April 17—Chairman, Durrell McCorvey; Secretary, Z. A. Markris. Few hours disputed OT in engine department, otherwise everything is running smoothly. Motion made that Union see if they can get a retirement plan worked out so that a man can retire at any age if he has enough sea time, and to set a sea time. Motion made to see if Union can make arrangements for a crewmember to pay assessments in two payments instead of having to pay it at the start of the year with dues and all at one time. Brother O. A. Hess was elected to serve as ship's delegate. Crew extend thanks to SIU for getting awning put on aft of ship. A great big vote of thanks to a good steward department for a fine job.

## Ships at Sea

A trip to Africa gave the **Del Norte (Delta)** crew a change of pace, Deck delegate Robert Callahan reported. Since the ship was in dry dock longer than expected, she missed her regular South American run. Callahan reports that the men are enjoying their shore leave and that Nicholas L. Pizzuto just joined the vessel as the new

bosun, replacing Smiley Clausen who signed on another ship. The crew extends to Smiley their thanks for a job well done. There were no logs or beefs. Movies were enjoyed thanks to the efforts of **Herbie Mueller**, Chief Engineer **W. O. Turner** who provided the passenger movie projector and **Maurice Kramer**, carpenter, who operated



Mueller

the movie camera. **Carl Jordan**, chief baker, and the steward department were extended a vote of thanks by the crew for a job well done.

Meeting chairman **H. L. Campbell** reports that the **St. Christopher (St. Lawrence Carriers)** stopped in Spain on the way to Yokohama to deliver oil to the U.S. base at Rota. A number of new crewmen were taken on at Norfolk. Meeting secretary **J. L. Hodges** reported that two men were taken ill and had to be replaced.

The Brothers are planning to get up the awning for the fantail to help beat the heat of the Persian Gulf reports **William C. Sink**, meeting secretary aboard the **Longview Victory (Victory Carriers)**. Steward department delegate **Frank Collins** reported that things were going well in his department. Repairs will be done to the vessel as the trip to Pusan and Inchon, Korea, by way of Yokohama progresses. There was a vote of thanks from the crew for ship's delegate, **Henry Sieber**, for doing such a good job. The long trip has gone smoothly because of the good cooperation

of all aboard and moral has been helped by the men receiving mail and logs periodically.

It's back to the U.S.A. for the **Steel Scientist (Isthmian)**. The vessel is heading for Wilmington, North Carolina and then to its payoff in New Orleans, La. Co-ordination is the by-word according to **A. Maldonado** who says it's a great bunch of Seafarers to be with. "Let's get these repair lists in early" says ship's delegate **W. Griggers**. Brother Griggers went on to explain that early repair lists will result in prompt action being taken. It was another long voyage with no beefs.

**Henry Buckner**, ship's delegate on the **Portmar (Calmar Steamship Co.)** reports the Bosun gave a vote of thanks to the whole crew, saying it was the most cooperative bunch he's ever sailed with. To cut down on breakdowns and repairs, a list of instructions was posted over the washing machine and dryer. Everything is running smoothly, and there were no beefs as the ship is headed for a payoff in Baltimore.

**ST. CHRISTOPHER (St. Lawrence Carriers)**, March 17—Chairman, Howard L. Campbell; Secretary, J. L. Hodges. Motion made to write headquarters regarding articles on this vessel. Day men required on tankers of this size. Discussion regarding the necessity of ventilators or fans for the men working in tanks.

**DEL NORTE (Delta)**, May 1—Chairman, Robert Callahan; Secretary, Bill Kaiser. Department delegates reported that this was a very good trip all around. No beefs and no disputed OT. Everyone getting along and cooperating with each other. \$153.95 in ship's fund and \$192.00 in movie fund. Vote of thanks to the steward department for a job well done.

**TRANSORLEANS (Hudson Waterways)**, May 2—Chairman, David F. M. Sykes; Secretary, Charles Hurlburt. Two men missed ship in Okinawa and one man was taken off the ship in Singapore. Some disputed OT in engine department. The bosun extended a vote of thanks to the deck department for doing such a good job with the tanks, and for their work in general. Patrolman to be contacted regarding food.

**PENN CHALLENGER (Penn Shipping)**, April 26—Chairman, D. E. Nelson; Secretary, E. J. Riviere. \$15.58 in ship's fund. Brother A. Elliott was elected to serve as ship's delegate. No beefs reported by department delegates.

**TRANSLOBE (Hudson Waterways)**, May 4—Chairman, Andrew Pickur; Secretary, C. L. White. No beefs reported by department delegates. Ship is not receiving LOGS and mail.

**COUNCIL GROVE (Cities Service)**, April 24—Chairman, Arthur Turnee; Secretary, Chester Coomas. Few hours disputed OT in deck and engine departments. No beefs reported by department delegates. Vote of thanks extended to the steward department.

**OVERSEAS DINNY (Maritime Overseas)**, April 24—Chairman, Ted Torontino; Secretary, F. Hall. No beefs reported by department delegates. Brother R. C. Jones was elected to serve as ship's delegate. Discussion held on various matters.

## MONEY DUE

Headquarters is holding checks for the following Seafarers, for unclaimed wages transportation, disputed overtime and lodgings. Anyone listed below is asked to contact headquarters in New York.

**Seatrain Savannah**—unclaimed wages—**Hugh Wells**.

**Natalie**—one day's wages—**James N. Boone, Jose Ortiguerra, Frank G. Valerie**.

**Sapphire Sandy**—unearned wages—**Silvo D. Satelli**.

**Hercules Victory**—disputed overtime—**Edward Jensen, Robert Smith**.

**Penn Carrier**—disputed overtime—**Earl Beamer**.

**Transwestern**—disputed overtime—**Calvin Smith, Daniel McLaren, Clyde Greeson**.

**Niagara**—disputed overtime—**Richard Heckman, Francis M. Greenwell**.

**Valiant Hope**—transportation—**Thomas E. Hanson, Donald Kershaw, James P. O'Mara**.

**Azalea City**—transportation—**Jose Ross**.

**Niagara**—lodging—**Warren Weiss**.

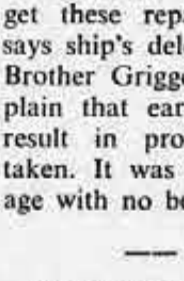
**Seatrain New York**—disputed lodging allowance—**James Gleason, Fred Paterson, Earl Resmondo**.

**Kent**—**Clyde D. Berry, Joseph L. Chapeau, Cyril Gauthier, Aldo T. Hasslein**.

**Sea Pioneer**—lodging—**Verdon Nash, Edward Killigrew, George McKenna, Gene Berger, Constantino Ruggiero, Learnardo Ruggiero, John D. Pennell, Audrey Parsons, Andrew Lewis, William Langford**.



Maldonado



Buckner



Hodges



Collins



# KNOW YOUR RIGHTS

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

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

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

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

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

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

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

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

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

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

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

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

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

## UNFAIR TO LABOR DO NOT BUY

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

— ⚓ —  
**"Lee" brand tires**  
(United Rubber, Cork, Linoleum & Plastic Workers)

— ⚓ —  
**H. I. Siegel**  
"HIS" brand men's clothes  
(Amalgamated Clothing Workers)

— ⚓ —  
**Sears, Roebuck Company**  
Retail stores & products  
(Retail Clerks)

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

— ⚓ —  
**J. R. Simplot Potato Co.**  
Frozen potato products  
(Grain Millers)

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

— ⚓ —  
**Jamestown Sterling Corp.**  
Southern Furniture Mfg. Co.  
Furniture and Bedding  
(United Furniture Workers)

— ⚓ —  
**Empire State Bedding Co.**  
"Sealy Mattresses"  
(Textile Workers)

— ⚓ —  
**White Furniture Co.**  
(United Furniture Workers of America)

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

— ⚓ —  
**Tyson's Poultry, Inc.**  
Rock Cornish Tyson's Pride  
Manor House-Safeway  
Cornish Game-Armour  
and A & P's Super-  
Right Cornish Game Hen  
(Food Handlers Local 425 of the  
Amalgamated Meat Cutters &  
Butcher Workmen of N. America)

— ⚓ —  
**Di Giorgio Fruit Corp.**  
S and W Fine Foods  
Treesweet  
(National Farm Workers  
Association)

## Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New York June 6—2:30 p.m.
  - Philadelphia June 7—2:30 p.m.
  - Baltimore June 8—2:30 p.m.
  - Detroit June 10—2:30 p.m.
  - Houston June 13—2:30 p.m.
  - New Orleans June 14—2:30 p.m.
  - Mobile June 15—2:30 p.m.
  - Wilmington June 20—2 p.m.
  - San Francisco June 22—2 p.m.
  - Seattle June 24—2 p.m.

- Great Lakes SIU Meetings**
- Detroit June 6—2 p.m.
  - Alpena June 6—7 p.m.
  - Buffalo June 6—7 p.m.
  - Chicago June 6—7 p.m.
  - Cleveland June 6—7 p.m.
  - Duluth June 6—7 p.m.
  - Frankfurt June 6—7 p.m.

- Great Lakes Tug and Dredge Region**
- Detroit June 13—7:30 p.m.
  - Milwaukee June 13—7:30 p.m.
  - Chicago June 14—7:30 p.m.
  - †Sault Ste. Marie June 14—7:30 p.m.
  - Buffalo June 15—7:30 p.m.
  - Duluth June 17—7:30 p.m.
  - Cleveland June 17—7:30 p.m.
  - Toledo June 17—7:30 p.m.
- SIU Inland Boatmen's Union**
- Philadelphia June 7—5 p.m.
  - Baltimore (licensed and unlicensed) June 8—5 p.m.
  - Norfolk June 9—5 p.m.
  - Houston June 13—5 p.m.
  - New Orleans June 14—5 p.m.
  - Mobile June 15—5 p.m.

- Railway Marine Region**
- Jersey City June 13—10 a.m. & 8 p.m.
  - Philadelphia June 14—10 a.m. & 8 p.m.
  - Baltimore June 15—10 a.m. & 8 p.m.
  - †Norfolk June 16—10 a.m. & 8 p.m.
- United Industrial Workers**
- New York June 6—7 p.m.
  - Philadelphia June 7—7 p.m.

- Baltimore June 8—7 p.m.
  - †Houston June 13—7 p.m.
  - New Orleans June 14—7 p.m.
  - Mobile June 15—7 p.m.
- \* Meeting held at Labor Temple, Newport News.  
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
‡ Meeting held at Galveston wharves.

## 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  
Al Tanner

**SECRETARY-TREASURER**  
Al Kerr

**HEADQUARTERS** . . . 675 4th Ave., Bklyn. NY 9-6600

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**BALTIMORE, MD.** . . . 1216 E. Baltimore St. EA 7-4900

**BOSTON, Mass.** . . . 177 State St. RI 2-0140

**BUFFALO, N.Y.** . . . 735 Washington St. TL 3-9259

**CHICAGO, Ill.** . . . 9383 Ewing Ave. SA 1-0733

**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

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**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. 529-7546

**NORFOLK, Va.** . . . 115 3rd St. Tel. 622-1892

**PHILADELPHIA, Pa.** . . . 2604 S. 4th St. DE 6-3818

**PORT ARTHUR, Tex.** . . . 1348 Seventh St.

**SAN FRANCISCO, Calif.** . . . 350 Fremont St. DO 2-4401

**SANTURCE, P.R.** . . . 1313 Fernandez Juncos Stop 20 Tel. 723-8594

**SEATTLE, Wash.** . . . 2505 First Avenue MA 3-4334

**ST. LOUIS, Mo.** . . . 805 Del Mar CE-1-1434

**TAMPA, Fla.** . . . 312 Harrison St. Tel. 229-2788

**WILMINGTON, Calif.** . . . 505 N. Marine Ave. TE 4-2523

**DEL SANTOS (Delta), April 5—** Chairman, W. Moshan; Secretary, M. Perry. Brother Bill Meehan was elected to serve as ship's delegate. Vote of thanks extended to the steward department for the good feeding and extra sweets during coffee breaks.

**JOHN B. WATERMAN (Waterman), April 3—** Chairman, J. I. Hacker; Secretary, W. E. Morse. Ship's delegate reported that everything is running smoothly. Discussion on repairs.

**PENN CARRIER (Penn Shipping), March 20—** Chairman, E. M. Ellis; Secretary, T. J. Schulla. Everything running smoothly. Some disputed OT to be taken up with patrolman. Discussion held on repairs.

**MAYAGUEZ (Sea-Land), April 17—** Chairman, L. B. Moore; Secretary, E. J. Misakian. Some disputed OT in deck department. Brother Misakian was elected to serve as ship's delegate. No beefs reported by department delegates.

**DIAMOND ALKALI (Boland & Cornelius), April 16—** Chairman, Jesse R. Baste; Secretary, Guy Burke. \$4.00 in ship's fund. Crewmembers will donate 50¢ each to build up ship's fund. Brother Luttrell Zender was elected to serve as ship's delegate. Everything is running smoothly.

**DEL NORTE (Delta), April 10—** Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship's delegate resigned while in New Orleans. Brother Henry B. Donnelly was elected to serve as new ship's delegate. \$131.94 in ship's fund and \$13.50 in movie fund. No beefs reported by department delegates.

**NORINA (Wall Street Traders), April 17—** Chairman, Charles P. Moore; Secretary, None. \$11.00 in ship's fund. Motion made that all major repairs be completed or agreed upon, prior to signing. Motion made to have food plan representative and patrolman attend special meeting at payoff.

## DIGEST of SIU SHIP MEETINGS

**DEL MAR (Delta), April 23—** Chairman, Peter Halsek; Secretary, Joseph Whalen, Jr. Brother Joseph Whalen, Jr. resigned as ship's delegate and extended a vote of thanks to the crew for making his job easy. Brother Peter Gonzales was elected to serve as ship's delegate. Crew extended a vote of thanks to resigning ship's delegate.

**DEL MUNDO (Delta), April 10—** Chairman, Michael Toth; Secretary, W. K. Sutherland. This vessel won the Safety Award last trip and a \$100.00 prize given to the crew. This voyage could be another winner. \$39.97 is still in the ship's fund and will be used to buy reading material. OT best in engine department to be taken up with boarding patrolman. Vote of thanks to the steward for the well planned and balanced menus, and to the galley force for the way food was prepared and served throughout the whole voyage. Steward department is well organized.

**MT. VERNON VICTORY (Victory Carriers), April 14—** Chairman, Morris; Secretary, Pierson. Motion made to have SIU representative in Far East to handle beets. Majority of crewmembers are dissatisfied with the way the captain is running ship. Ship's delegate to contact U.S. Consul at Singapore for interpretation of ship's articles. Three men paid off by mutual consent. Five men paid off and hospitalized. Boatswain failed to join ship in Japan. Some jobs were replaced by U.S. citizens and non-citizens.

**GLOBE EXPLORER (Sea Liberties), April 24—** Chairman, O. G. Collins; Secretary, O. G. Collins. No beefs reported by department delegates.

**COTTONWOOD CREEK (Bulk Transport), April 10—** Chairman, C. Jones; Secretary, A. H. Blanchett. Ship's delegate reported that everything is in order. No beefs reported by department delegates.

**ANNISTON VICTORY (Waterman), April 10—** Chairman, Patrick Fox; Secretary, Charles J. Mitchell. Some disputed OT in deck department. Minor beefs to be brought up with boarding patrolman. \$7.00 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward and his entire department for a job well done. The steward extended a vote of thanks to the boson and his department for doing such a wonderful job painting mid-ship inside.

**JOHN P. REISS (Reiss), April 18—** Chairman James W. Lafevre; Secretary, Wayne R. Guarino. \$6.45 in ship's fund. No beefs reported by department delegates.

**KENT (Cornair Transportation), April 3—** Chairman, William H. Field; Secretary, John W. Parker, Jr. Brother Rudy P. Deboisier was elected to serve as ship's delegate. No beefs reported by department delegates.

**NORTHWESTERN VICTORY (Victory Carriers), April 17—** Chairman, Clarence Oliver; Secretary, George Anderson. No beefs reported by department delegates. Brother Roque Assencio was elected to serve as ship's delegate.

**OCEAN ULLA (Maritime Overseas), April 24—** Chairman, J. Kuchta; Secretary, J. McDonald. Ship's delegate reported that there were minor beefs, nothing serious.

**JOHN B. WATERMAN (Waterman), May 2—** Chairman, J. Hacker; Secretary, W. E. Morse. Everything is running smoothly except for some disputed OT in engine department. Chief mate to be contacted regarding wind shoots.

**CANTIGNY (Cities Service), April 16—** Chairman, William Moerin; Secretary, Larry Ostroff. Few hours disputed OT in engine department. Crew would like more of a variety of breakfast and night lunch.

**PENN CARRIER (Penn), April 10—** Chairman, D. Naxy; Secretary, Ted Schultz. No beefs reported by department delegates. Brother Earl E. Menarog was elected to serve as ship's delegate. Ship's fund given to new ship's delegate for use as he sees fit. Discussion and clarification wanted regarding "when tanker is on grate, does the FWT on watch get cargo or port time?"

**GATEWAY CITY (Sea-Land), May 1—** Chairman, J. Rivadilla; Secretary, Raymond W. Blithen. Ship's delegate will check with patrolman about promised repairs while in shipyard.

**ANTINOUS (Waterman), April 24—** Chairman, H. Thomas; Secretary, F. S. Holt. Brother John Der elected new ship's delegate. No beefs reported by department delegates. Seventy-five cents in ship's fund.

**STEEL WORKER (Isthmian), May 1—** Chairman, E. W. Best; Secretary, C. A. Borza. \$18.00 in ship's fund. Motion made to have all men signing on new voyage to have up-to-date clinic card or proof of physical examination within past year. Brother Jon Gallagher was elected to serve as new ship's delegate.

**DEL RIO (Delta), April 24—** Chairman, C. Lee; Secretary, P. Plascik. \$14.00 in ship's fund. No beefs reported by department delegates. Beefs of last trip settled. Discussion on ways to keep the natives out of the crew's living quarters, also to keep the natives from using the crew's cups and drinking glasses.

**OUR LADY OF PEACE (Winchester), May 5—** Chairman, Bill Doran; Secretary, Frank Sylvia. Water beef in each department. Headquarters to be notified about restriction to the ship beef.

**CHATHAM (Waterman), May 1—** Chairman, Roy Gullis; Secretary, T. A. Jackson. No beefs reported by department delegates. Brother Roy Gullis was elected to serve as ship's delegate.



# ALL THIS HAPPENED

## THE STORY OF AMERICAN LABOR

PART 3 of a Seafarers Log feature

As the nation began the long and difficult climb out of the depths of the great depression, the American labor movement developed a renewed militancy. At the same time employers all across the nation stiffened their opposition to organized labor's march. Management and labor engaged in savage struggles. One of these was the waterfront strike of 1934 on the West Coast, which resulted in a general strike of both maritime and shoreside workers that tied up virtually all Pacific Coast shipping despite vigorous scabbing attempts by both shipping and stevedoring companies. The basic issue was the union hiring hall, which the seamen—led by Sailor's Union of the Pacific—were determined to get to end the abuses of the employer-controlled system. The strike continued for three months, during which time troops were called in to intimidate and terrorize the strikers and to protect scabs. Several strikers were killed and scores wounded in clashes with soldiers and police. The strikers held firmly to their demands, however, and eventually achieved their objectives. The strike victory ultimately led to the institution of the union hiring hall, which, for seamen, represents one of the great union achievements in the struggle for job security.

It was during this time of increased militancy that organized labor began to turn more and more attention toward organizing the great numbers of unorganized industrial workers employed by some of the nation's biggest and most violently anti-labor corporations. Under the umbrella of the Wagner Act, which outlawed "yellow dog" contracts, company unions, discrimination against union members and refusals by employers to negotiate with a union, a Committee for Industrial Organization was formed within the AFL to spur the organization of mass-production workers in the steel, radio, automobile, garment, rubber, textile and other giant industries.

A split developed, however, between the ten AFL unions comprising the Committee for Industrial Organization and the rest of the Federation over the old question of craft versus industrial unionization. Despite many attempts at conciliation, the split grew continually wider until in 1937, the Committee unions broke with the AFL and shortly thereafter became the permanent Congress for Industrial Organizations.

The first mass-production industry to which the CIO turned its attention was steel. In a short time over 100,000 steel workers were



Union hiring hall was crux of bloody 1934 strike of West Coast seamen and longshoremen. Beef paved way for birth of SIU of North America.



Attempt of striking steelworkers and their families to picket Republic plant in Chicago after 1936 Memorial Day picnic ended in massacre by police.

signed up. A showdown was expected with United States Steel, then the nation's biggest corporation, with a history of violent opposition to labor. The expected showdown never materialized, however, to the great surprise of the nation and to the great anger of "Little Steel" the smaller steel corporations. U.S. Steel entered negotiations with the union and mutually acceptable agreements were soon signed with the steel giant and its numerous subsidiaries. "Little Steel" did not follow the lead, however. Bethlehem, Republic, Inland, and Youngstown refused to negotiate with the union.

A strike followed, which was punctuated by one of the worst acts of company violence in the history of American labor—the "Memorial Day Massacre." Little Steel's resistance was led by Republic Steel. On May 30, 1937 a picnic and rally was being held by striking workers and their families not far from the Republic plant in South Chicago. As the strikers and their families strolled toward the plant gates to picket they were suddenly attacked by police and special deputies under the direction of the company's management. A volley of shots and tear gas bombs was followed by a club swinging charge. Men, women and children were bludgeoned indiscriminately. Ten strikers were shot dead—seven in the back—and 80 were wounded. The violence succeeded in breaking the strike and the CIO had suffered its first defeat. The organization of industrial workers was still largely a wide open area, however, and simultaneously with the organization of steel the CIO turned its attention to the huge automobile industry.

Organization of the automobile industry was a particularly tough nut to crack. Controlled by three vastly rich and violently anti-union giants—General Motors, Chrysler and Ford—the work force was mostly unskilled and easily replaced. The workers' need for organization was great. Although the industry continually went all out in publicizing the high hourly wage of its employees, no mention was made of the long seasonal layoffs which reduced yearly salary to extremely low levels, or the practice of the speed-up of assembly lines which placed the workers under unbearable tension which could make a man old and unable to work in just a few short years.

The automobile companies had an effective labor spy system and active goon squads which were used to hamper organizing attempts. In spite of this, the United Automobile Workers signed up members gradually until, in 1936,

the union felt strong enough to demand recognition from General Motors. The company refused however, in defiance of the Wagner Act, and in January 1937, under strong rank and file pressure, the union struck General Motors.

A special kind of strike technique was utilized—the Sit Down Strike. Instead of leaving the company plants, the workers sat down at their workbenches and refused to leave or allow scabs to enter. Company police and goon squads attacked the plants but retreated before volleys of nuts and bolts, coffee mugs, lunch pails and high pressure streams of water from fire hoses. As the police ran for cover, the action became known as the "Battle of the Running Bulls." The company then demanded that the Governor mobilize the state militia to take over the plant, but Governor Frank Murphy refused to call out the troops for fear of touching off great bloodshed. Faced with a stalemate at the idle plants and under increasing pressure to obey the law and recognize the union, General Motors finally gave in. Later a short sit down strike brought recognition for the union from Chrysler. These were great victories for labor, but the battle was not really won until three years later, in 1941, when Ford was finally organized after a long and violent struggle.

During its brief reign, the sit down strike proved to be a valuable weapon on the side of labor. Before industrialists managed to push through legislation outlawing the sit down strike, it proved effective in speeding organization in the rubber, textile, glass and many other mass production industries. During this period Goodyear, Goodrich, Firestone and United States Rubber came under union contract. Large and small textile plants were organized—many in the strongly anti-union South. Many mass production and service industry workers were organized for the first time. The organizing battles between management and labor raged fiercely across the nation during the late 1930's and early 1940's.

But union membership was increasing under both the banner of the AFL and of the CIO. In 1937 the AFL unions had a membership of 2.5 million. By 1941 the AFL unions' membership had risen to 4.5 million workers. In the same period the CIO unions increased their membership from 1.5 million to 2.8 million.

Meanwhile, in September 1939, Nazi Germany had begun its war to destroy democracy and enslave the world.



# TO THE U.S. CONGRESS:

The Seafarers International Union, along with all other AFL-CIO maritime unions affiliated with the AFL-CIO Maritime Trades Department, the AFL-CIO Metal Trades Department and the AFL-CIO Maritime Committee are opposed to the inclusion of the Maritime Administration in the single Department of Transportation recently proposed by President Johnson. Instead they are urging that the Maritime Administration be removed from its present position within the Department of Commerce and re-established as an independent and autonomous agency. Testimony in support of the unions' position was presented last week by SIU President Paul Hall before separate hearings conducted by the subcommittees of the Senate and House Committees on Government Operations. Testimony in support of an independent maritime agency was also recommended to the House Subcommittee by Andrew Bi-miller, Director of the AFL-CIO Legislative Department. The following is from the text of the testimony:

**W**ITH respect to the Department of Transportation, I shall not attempt here to discuss all of the proposals made by the President in the Transportation Message which he sent to the Congress last March 2nd.

Discussions of those proposals which relate to other modes of transportation—air, rail and highway—I shall leave to the appropriate persons in those fields, and I shall confine my discussion to those proposals which relate directly to the maritime industry.

To begin with, I might note that the President's Transportation Message, while calling for the inclusion of the Maritime Administration in the Department of Transportation, and while setting forth a number of general proposals for improving water transportation, leaves unanswered many basic questions regarding maritime's position in the proposed department.

I might also note that the identical legislation which has been introduced in the Senate and House to implement the President's recommendations—S. 3010 by Senator Magnuson and H.R. 13200 by Congressman Holtfield—similarly leave unanswered the same basic questions.

Neither the Transportation Message, in fact, nor the legislation which is now being considered by this committee, is specific about maritime's position in the new department, about the functions and duties of the Maritime Administration within the department, or about what future Federal maritime policy will be—a matter with which maritime labor is extremely concerned.

In fact, if one studies the proposed structure of the Department of Transportation, as reported by the Congressional Quarterly of March 25, 1966, and appended here as Exhibit No. 1, one will note that all we really have here is a brief sketch of a new and mammoth Federal department within which the present Maritime Administration could very easily become lost in a bureaucratic maze.

The chart indicates, for example, that the proposed department will have a Secretary, an Undersecretary, four Assistant Secretaries (one of whom will be an Assistant Secretary for Administration) and a General Counsel. But the functions of these officers are not delineated, nor are the lines of communication and responsibility between them and maritime clearly drawn.

What, in other words, is the channel of communication between maritime, at the bottom of this structure, and the Assistant Secretaries, Undersecretary, Secretary, and finally the President himself, at the top? Neither the chart, the Transportation Message nor the proposed legislation makes this clear.

Nor do either the Transportation Message or proposed legislation make clear a number of other matters. The President stated in his Transportation Message that the proposed department would embrace the Maritime Administration, but there is no clear indication in either the message or the legislation as to how the Maritime Administration will be constituted, what policies it will promote, or how much independence it will have in the promotion of these policies.

Certainly, with regard to policy, all of our past experience has taught us that whenever jurisdiction over maritime affairs has been delegated to Federal departments or agencies whose primary concern has not been the merchant marine, the merchant marine has suffered, and with it the nation which should be the beneficiary of the contributions which the merchant marine can make to its commerce and security.

**T**HIS has been true whenever maritime affairs have been in the hands of the Department of Agriculture, the Department of Defense, the Department of State or other Federal Departments and agencies. It is true in the present instance, in which the Maritime Administration occupies a subordinate position within the Department of Commerce, and there is every reason to believe it would be true in the Department of Transportation, particularly since the role of the Maritime Administration is not clearly defined, nor are the lines of responsibility clearly drawn.

In light of this we feel very strongly that maritime would be completely swallowed up within the mammoth, complex structure of the proposed department, that maritime concerns would be shunted aside or pigeonholed in a bureaucratic web, and that no proper representation would be given to maritime's interests which in many respects are far different from those of other forms of transportation.

The merchant marine, it must always be remembered, differs from other modes of transportation—except possibly the airlines—in that its operations are international in scope. In a sense, it is a political instrument, as well as an economic instrument and an instrument of our national defense, and each of these roles must be given its full share of consideration in the determination of maritime policy and the administration of maritime affairs.

In the proposed Department of Transportation, we strongly feel, none of these roles of the merchant marine would be given their full and proper consideration, and neither the best interests of the merchant marine nor the nation would be served.

The merchant marine, we believe, would have a far better chance for survival and growth if its affairs were under the jurisdiction of a Federal agency whose sole concern was maritime.

For this reason, we strongly oppose inclusion of the Maritime Administration in the Department of Transportation and urge that the Maritime Administration be removed from the Department of Commerce and reestablished as an entirely independent and autonomous agency. And in this position, I might note, we are not only being supported by other AFL-CIO transportation unions, but by the entire AFL-CIO which endorsed the concept of an independent Maritime Administration in Resolution No. 217 unanimously adopted at the AFL-CIO convention in San Francisco in December of last year, and appended as Exhibit No. 2.

Our reasons for favoring an independent and autonomous Maritime Administration are as follows:

1. The Maritime Administration now has no independent power and must compete with other programs administered by the Department of Commerce. Thus, the Merchant Marine Act of 1936 has not been properly administered and the inevitable result has been the decline of the American merchant marine. Putting Marad in a Department of Transportation would not alter this situation.
2. The creation of an independent agency to administer this country's maritime laws would focus greater attention on our decaying fleet, and the ultimate objective of revitalizing the industry and enabling the United States to meet its foreign commerce needs and defense commitments pursuant to the policy set forth in the Merchant Marine Act of 1936.
3. The present structure of the agency constitutes an inconsistency in government organization since, whereas the Federal Aviation Act of 1938 created the Federal Aviation Agency, thus giving independent status to aviation, the promotional activities of the merchant marine—as well as administration of the subsidy program—were buried within the Department of Commerce by Reorganization Plan No. 7 of 1961. Also, subsidy functions of the Civil Aeronautics Board are not to be included in the new Department of Transportation but the maritime subsidy functions will be included.
4. The Merchant Marine Act of 1936 provided for a five-man independent Maritime Commission, to be appointed by the President with the consent of the Senate. The Commission functioned independently and conducted a survey which resulted in a long-range program of shipbuilding designed to provide some 500 new ships over a ten-year period. It was during this time that the "C" type vessel was designed for the carriage of cargo, and the passenger liner S.S. America was built. During the Commission's existence, between 1936

and 1950, an unprecedented strengthening of our merchant marine took place.

5. The Maritime Subsidy Board cannot now function independently as intended by the Act of 1936 since its decisions are subject to review and veto by the Secretary of Commerce. An independent maritime agency, with a stronger and more independent Maritime Subsidy Board, would serve to cure these ills.

We are aware, of course, that some 11 different bills have already been introduced to make the Maritime Administration an independent agency, but while we favor the intent of these bills, we do not feel that any of them would provide us with the type of independent Maritime Administration we really need. This is particularly true because none of the bills separate the quasi-judicial subsidy functions of the Maritime Administration from purely promotional and administrative functions and it is our strong feeling that the interests of the maritime industry would best be served by giving independence to the Maritime Subsidy Board.

The value of separating subsidy functions from other functions has already been recognized in other areas—as in the case of the CAB which we have just cited—and it is our strong feeling that subsidy determinations are so important to the maritime industry that those charged with the responsibility for these determinations should be absolutely free to reach their decisions on the basis of the merits of the case, without regard to other considerations and without the overriding of their decisions by some other person who may be influenced by other considerations.

**F**OR this reason, we have drafted our own proposed legislation calling for the establishment of an independent Federal Maritime Agency, and a copy of this proposed bill is appended as Exhibit No. 3.

The manner in which our proposed bill would alter existing legislation is shown in Exhibit No. 4.

As can be seen from a study of these two exhibits, our proposed bill would not only establish an independent and autonomous Federal Maritime Agency, but within that agency the Maritime Study Board would be a relatively independent body composed of the Maritime Administrator and two other members appointed by the President with the advice and consent of the Senate.

The Board would have complete and final authority to pass upon all matters related to construction and operating subsidies, and the affirmative votes of any two members of the Board would be sufficient for the disposition of any matter which comes before it. No single Board member, including the Maritime Administrator, in other words, would have the power to override the decisions of the other two Board members nor would any other official.

The Maritime Administrator would also be appointed by the President with the advice and consent of the Senate and he would be appointed with due regard for his fitness for the efficient discharge of the powers and duties vested in and imposed upon by the bill. Previous employment by or previous pecuniary interest in any business or union associated with the maritime industry would not constitute a bar to appointment as Administrator. A Deputy Maritime Administrator, appointed by the Administrator under the classified civil service, is also provided for by our bill. The Deputy Administrator would at no time sit as a member or acting member of the Maritime Subsidy Board.

Thus, our bill would solve four of the most pressing problems now confronting the present Maritime Administration within the Department of Commerce:

1. It would establish a completely independent and autonomous Federal Maritime Administration.
2. It would establish a strong and independent Maritime Subsidy Board within the Maritime Administration, whose rulings would not be subject to veto by another agency or higher official.
3. By establishing such a Maritime Subsidy Board, it would separate within the Maritime Administration quasi-judicial subsidy matters from purely administrative and promotional matters. Yet a close liaison between the two functions would be maintained because the Maritime Administrator would be Chairman of the Board.
4. It would provide for the appointment of a strong Maritime Administrator who could devote a good portion of his time to promoting the merchant marine. Previous experience in the industry, either management or business experience, would not be a bar to his appointment as Administrator, and such experience could be considered as an asset.