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Six More Seafarers
As Engineers, Total Now 12

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Soviet Union Widening Gap Over U.S. In Fleet Capabilities, MARAD Reports

WASHINGTON—The rapid rate at which the Soviet Union is outdistancing the United States in maritime capability was brought into grim new focus last week with the release of an official report by the U.S. Maritime Administration.

Not only have the Soviets "become a major maritime power in less than a decade" by doubling their merchant fleet to 9.6 million deadweight tons in just five years, the report said, but a continued annual growth of one million tons is anticipated until 1970. By comparison, this country added a mere 166,000 tons to its fleet last year and it is expected that this year's figure may be less.

While many officials in the U.S. Administration have tended to play down Russia's seagoing expansion and continue to register relative unconcern over the poor condition of the American fleet, the MARAD report sharply emphasizes the widening gap between the two countries.

Advances In Technology

It is made clear that Soviet advances have not been in tonnage alone but also in foreign commerce, technology and versatility.

For example, her merchant marine—more than half of which is less than five years old, while 80 percent of the U.S. fleet is over 20 years old—is easily adaptable as a naval auxiliary. The new passenger ships are readily convertible to troop transports and the large number of timber carriers can be quickly converted to missile carriers.

SIU West Coast Fishermen OK New Contract

NAHCOTTA, Wash. — Members of the SIUNA-affiliated Shoalwater Bay Oyster Workers Union here have voted 56 to 14 to accept a new contract worked out between union negotiators and employers and have ended their 29-day-old strike.

The new three-year agreement, concluding the strike which began October 4, calls for a ten percent wage increase during the first year, a three-percent raise during the second year, and a guarantee of at least a three-percent wage hike during the pact's third year. Also included in the contract is a provision for an even greater wage adjustment during the third year, should the cost of living rise sharply.

Another West Coast strike, involving fishermen of the SIUNA-affiliated Seine and Line Fishermen's Union of San Pedro is still continuing with a fleet of 40 tuna boats remaining tied-up at the San Pedro docks.

According to Steve Hoinsky, secretary-treasurer of the fishermen's union, the major strike issue centers around certain deductions presently made by boatowners in arriving at a fishermen's share or wages for a trip. "Our fishermen," said Hoinsky, "are simply trying to protect what they have already earned."

Also, Russia's modern fishing fleet, while not considered in the context of the study as part of the merchant marine, can be switched over to a fleet of minesweepers and is now doing service as observation posts outside the territorial waters of non-Communist nations.

As a state-owned enterprise, the Soviet merchant fleet can be used as a political instrument for economic purposes and an economic instrument for political purposes, the MARAD report declared. Thus, Russian shipping authorities could lower their freight rates in any trade at any time they choose for either of these purposes.

Carry Half of Commerce

While chartering some of their merchant ships out to acquire foreign exchange, the Russians carry about half of all their foreign trade in Soviet-flag ships as well. (Only 7.3 of this country's foreign trade is carried in U.S.-flag ships.)

In its spectacular growth from 1960 to 1965, the MARAD survey said, Russia added a variety of tankers, freighters and passenger ships to raise its fleet from 13th to seventh among the shipping nations of the world. (It is now said to be fifth, one ahead of the United States.)

Along with its fleet expansion, the Soviet Union has given much attention to the elimination of bottlenecks, and the best possible utilization of ships, by increased port construction and improvements for the movement of cargo and ships at home, in satellite nations and in lesser developed countries.

As a means of entering markets largely dominated by Western producers, the report pointed out, the U.S.S.R. finds it desirable to increase the sale and transport of crude oil and petroleum prod-

ucts—among the few items it has for export—to the West. The growth of its tanker fleet enabled the Soviet to increase such shipments in its own tankers from 2.8 million tons in 1955 to 27 million tons in 1965. Foreign exchange earned from this increase is paying for scientific, industrial and agricultural supplies and equipment which Russia buys from the West.

The MARAD study noted two other considerations which have been taken into account by the Russians. First, domestic transport is necessary to serve a growing national economy. Secondly, political and economic considerations require sea transport service to other developing nations and to Cuba, North Vietnam and North Korea — particularly for the carriage of crude oil and petroleum products.

A few days prior to the release of the MARAD report, Edwin M. Hood, president of the Shipbuilders Council of America, had called the Soviet Union's expanding seapower even more of a threat to the security of the U.S. than Russia's ICBMs and its fractional orbital bomb being developed.

Speaking to the Progressive Club of the Newport Shipbuilding & Dry Dock Co., here, Hood said "the margin of seapower superiority which sets us apart from other nations is only slight" and even then "there is an alarming imbalance between the quality and effectiveness of our naval and maritime strength."

Russia, Hood warned, "with a superiority of merchant ships, capable of strangulating essential trade routes . . . could slowly suffocate the commerce of the free nations and thereby attain their goals in a less costly, more humanitarian manner," than bombs.

Receives First SIU Pension Check



Philemon Matthys (right) receives first SIU pension check from New York Patrolman George McCartney at USPHS hospital in Staten Island, N.Y. The 60-year-old native of Belgium has been a member of the Union since 1942 and sailed as Fireman-Watertender-Oiler.

Report of International President



by Paul Hall

Despite the doubts which many people entertained, we have been able to make 1967 a year of significant progress for the cause of the U.S. merchant marine.

Congress has already passed, and the President has signed into law, legislation overhauling the appropriations procedure for the merchant fleet. From this point onward, the House Merchant Marine Committee and the Senate Commerce Committee will have the first opportunity on Capitol Hill to review maritime budgets and to recommend maritime appropriations.

The House of Representatives—by an overwhelming 326-44 margin—has approved legislation giving the Maritime Administration back its independence.

And now, Congress has begun to move on its own—without any initiative from the White House—to develop a maritime program that at long last indicates a recognition of our maritime shortcomings, and provides a basis for moving forward to regain maritime supremacy.

Hearings over the next several months will develop the case for an all-out effort to strengthen American shipping and American shipbuilding. They will make it plain that this country's interests on the high seas can best be served only through the development of our own maritime capabilities—not through the continued use of foreign-flag ships, built abroad and crewed by citizens of other nations.

The hearings which will be conducted will make it plain to all Americans that it would be intolerable to continue the past practices of heaping subsidy after subsidy on the favored few in this country—the passenger liners—to the exclusion of the other important elements of the industry like the tramps, the tankers, the fishing fleet, and our inland waterways and Great Lakes shipping.

And the hearings will demonstrate that the government's increased investment in the merchant fleet will be repaid many times—in a stronger domestic economy, in a more favorable balance-of-payments position, in greater American prestige around the globe, and in an auxiliary to our armed forces that will strengthen our military posture.

For the past 12 months, we in the Maritime Trades Department—and those in maritime management who stood firmly with us—have referred to 1967 as the "year of decision" in merchant marine matters.

It is now quite clear that the decision has been made. It has been made by the Congress—and it has been a decision that we must go forward, not backward, on the high seas.

Japanese Govt. Seeks Boost In Tonnage for Nation's Ships

HONOLULU—Japan is oceans apart from the U. S. geographically and from all indications it appears that the Japanese government intends to bridge those oceans with imports and exports carried for the most part on Japanese-flag ships.

According to U. Alexis Johnson, the United States Ambassador to Japan, the Japanese government would like to have 55 percent of their imports and 63 percent of their exports moving solely on Japanese-flag ships by 1971.

In a recent talk here before the American Merchant Marine Conference and the Propeller Club of the United States, Johnson mentioned that U. S. statistics are miniscule in comparison. The exact percentage of trade (imports and exports) carried on American-owned bottoms is 7.3%.

In 1965, Johnson pointed out, Japanese-flag vessels carried just over one-third of Japan's exports and 45% of its imports.

The total 1965 inbound tonnage to Japan was about 220,000,000 metric tons and the outbound tonnage was 25,000,000 metric tons. American-flag ships carried only about 700,000 tons each of the inbound and outbound cargo, according to Johnson.

The Japanese estimate that by the fiscal year 1971, the inbound tonnage will be 382,000,000 tons and the outbound tonnage 39,000,000 tons. Ambassador Johnson said that he feels this estimate to be a little on the conservative side.

One of the causes for the disparity between Japanese imports and exports is the enormous quantity of raw materials, such as coal and iron ore, needed for manufacturing. The Japanese export mostly electronic goods, cameras, clothing and other items which weigh relatively little and usually bring in huge freight revenues because of their higher value.

The U. S. Ambassador pointed out that even if the Japanese realize the percentage goals they want by 1971, the amount of cargo exported from that nation aboard ships of other nationalities will rise from 14,500,000 tons in 1965 to 18,000,000 in 1971 and imports from 112,500,000 to 140,000,000 tons.

Six More Seafarers Win Licenses As Engineers; Total Now 192



Reyes Peden Kellogg Anderson

Six more Seafarers have been added to the growing ranks of those who have passed Coast Guard examinations for an engineer's license. The men completed the course of study offered by the jointly sponsored SIU-MEBA District 2 School for Marine Engineers. A total of 192 Seafarers have now upgraded to an engineer's license after attending the school.

Three of the men upgraded to second assistant and three are new third assistant engineers.



Hale Connolly

James Hale is a new second assistant engineer. He was born in Oakland, Calif., and resides in Portland, Ore. Hale sailed as FOWT and joined the Union in 1956 in the port of Wilmington. He is 38 years old.

Felipe Reyes is 31 years old. A native of Alabama, he lives in Houston. Reyes received his third assistant's license after sailing as FOWT and engine utility. He joined the Union in Mobile in 1953.

Kenneth Peden is a new third assistant. The 29-year-old Seafarer joined the SIU in the port of Philadelphia in 1964. He sailed

as a FOWT. Born in Pennsylvania, he lives in Philadelphia.

E. D. Connolly earned a second assistant's license. He is 43 years old and a native of the British West Indies. A resident of Houston, he joined the SIU in that port in 1960. Connolly sailed as pumpman and FOWT.

A new third assistant, James Kellogg joined the SIU in 1964 in the port of New York. Born in Springfield, Mass., he makes his home in that city. Kellogg is 44 years old and sailed as FOWT.

Gordon Anderson is 40 years old. He was born in Canada and is a resident of Seattle. Anderson joined the Union in Seattle in 1957. A new second assistant, he sailed as FOWT.

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

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

MTD Hits Congress Cutbacks On Anti-Poverty Program

WASHINGTON—The six-million-member AFL-CIO Maritime Trades Department today called for the defeat of amendments which would sharply curtail the effectiveness of the anti-poverty program.

In telegrams to members of Congress, MTD President Paul Hall, labeled opponents of the anti-poverty program "fat cats" who wanted to emasculate the program in order to "thwart the legitimate aspirations of the impoverished to share in the nation's affluence."

Hall said that "the false slogan of 'economy' and the malicious charge of 'maladministration'" by opponents of the program constituted a "smoke screen" behind which they sought to hide in waging war on the anti-poverty program.

The full text of Hall's telegram follows: "On behalf of the six million members of the 38 national and international unions affiliated with the AFL-CIO Maritime Trades Department, I urge you to protect the anti-poverty program from the attacks of those who would destroy one of this nation's most-needed activities.

"Those who would curtail the

effectiveness of community action groups or who would withhold funds from this vital program are either misguided or guilty of gross and callous disregard of those who live in our urban slums or our rural pockets of poverty.

"I urge you to ignore the cries of the 'fat cats' who seek to use the false slogan of 'economy' and the malicious charge of 'maladministration' as a smoke screen to hide their real intent—to thwart the legitimate aspirations of the impoverished to share in the nation's affluence.

"The nation's disadvantaged deserve an opportunity to participate in our society, and the community action programs give them this opportunity. They deserve the chance to become self-respecting, dues-paying members of society, and the anti-poverty program offer them this chance.

"The future, not only of those who live in poverty but of our entire society, hinges on the outcome of this vote."

Garmatz and Magnuson Introduce Bills

Five-Year Fleet Upgrading Program Proposed in Joint House, Senate Bills

WASHINGTON—A new five-year program calling for the revitalization of the American merchant marine has been proposed jointly in both houses of Congress.

Identical bills were introduced in the Senate by Senator Warren Magnuson (D-Wash.) and in the House by Representative Edward A. Garmatz (D-Md.)—both without the endorsement of the President.

The move, on November 9, had been anticipated during recent weeks following warnings by legislators that White House failure to act on a national maritime policy would no longer be tolerated and that Congress would be forced to draft a program of its own before it was too late.

Provided for in the bills are the construction of 35 to 40 ships annually with government aid; extension of operating-differential subsidies to dry bulk carriers, a new system of subsidy determination; the building of a fleet of nuclear-powered vessels and the establishment of tax differential construction research funds to all operators of merchant and fishing vessels.

Garmatz, chairman of the House Merchant Marine and Fisheries Committee, acknowledged that accomplishment of the objectives contained in the bill would be costly in the face of other heavy demands on national resources.

"But we sincerely believe that further indecision and delay in proceeding toward those objectives will be vastly more costly to our national welfare," he said. "We can not wait longer to cor-

rect the neglect and piecemeal approaches of the past 20 years. The Congress must examine the requirements of the situation."

Recalling the fruitless three-year wait by Congress for the President's "new policy for the merchant marine," Garmatz declared that he and other Congressional leaders — including Magnuson—had had numerous discussions with the Executive branch on the subject and the new bill "reflects the basic understandings which we . . . had tentatively arrived at as a reasonable vehicle for the modernization of our maritime programs and policies."

In his remarks to the Senate on the bill, Magnuson agreed that "there is no question but that in the vast demands upon the budget dollar there is a keen competition for funds." Noting the conflict in Vietnam "which has great repercussions upon federal expenditures," the chairman of the Senate subcommittee on Merchant Marine and Fisheries said: "It is my firm conviction that allocations of funds for the revitalization of the United States merchant marine should be of great priority."

Seeks Industry Support

Magnuson pointed out that the ultimate location of the Maritime Administration is being considered under a separate bill and is not involved in the present bill. "The most important thing to the merchant marine and to the nation is a realistic and workable program which will allow more ships to be built and operated under the U.S. flag."

Calling for the "unified support of maritime interests" in enactment of the Congressional proposal, Magnuson said "we are bound and determined to enact a program with or without that support. The condition of our fleet leaves no alternative."

"We shall try to move as rapidly as we can," Magnuson promised, "while still allowing all

concerned to express their views and to make appropriate suggestions."

Highlights of the proposed new maritime program, as detailed in the bill are:

- Authorization of \$300 million each year for five years to subsidize annual building of 35 to 40 vessels of various types. This is almost three times the annual appropriations in recent years.

- For fiscal 1969 only, \$30 million to be spent on upgrading of the better quality ships in the reserve fleet.

More Subsidy Extensions

- An allotment of \$25 million annually—more than triple the amount presently designated—for research and development.

- Eligibility for shipyards, as well as operating companies, to apply for ship construction subsidies and extension of the practical eligibility for such funds to non-liner companies. Also a shift of construction subsidy rates from individual ships to types of ships.

- Extension of operating subsidies to presently unsubsidized dry bulk carriers and liner companies.

- Authorization of new experimental operating subsidy payment systems.

- Tax exempt construction reserve funds, now granted only to subsidized liner companies, would be extended to all operators. One of the purposes of this section is to help Great Lakes operators and also to aid the fishing fleet in the cost of new tonnage or reconstruction of existing vessels.

- Encouragement of industry in nuclear-powered ship development and authorization to "provide so much of the aid" needed that may be "in excess of the cost of developing the proposed ship or ships" had they been of the conventional type.

- Permission for limited negotiation, as opposed to competitive bidding, in new subsidized ship construction.

President OKs Measure Hiking MARAD Funds

WASHINGTON — President Johnson has signed into law the Congress-approved bill which includes funds for the financing of the Maritime Administration and the Federal Maritime Commission for the fiscal year ending June 30, 1968.

The appropriations bill, H.R. 10345, was cited as the Departments of State, Justice and Commerce, the Judiciary, and Related Agencies Appropriation Act and has been designated Public Law 90-133.

Included in the bill was a stipulation that none of the funds would be used for the construction of U.S. ships in foreign shipyards and a provision of \$1,950,000 for the continued operation of the nuclear ship Savannah. An earlier Administration plan to put the vessel in mothballs was successfully discouraged by industry and congressional leaders who felt its operation served a worthwhile purpose.

Funds allocated for maritime are generally higher than in 1967. Money for ship construction subsidies is up \$36,315,000 to \$143 million; operating subsidies are up \$25 million to 200 million; there is \$9,575,000 for research and development (up \$2,075,000); \$6,395,000 for maritime training (up \$202,000); and \$3.6 million for the Federal Maritime Commission (up \$181,000).

ILO Representative Visits Headquarters



O. Steen Seiersen (center), assistant to the director general of the International Labor Organization, visited SIU headquarters in New York, recently. Seiersen is assigned to maritime affairs. He has been researching containerization of ships and paid a visit to SIU-contracted Sea-Land vessels with SIU representative Ed Mooney (left). At the right is Union rep Peter Drewes.

House Passes Anti-Poverty Bill; AFL-CIO Raps Slash In Funds

WASHINGTON—The House voted 283-129 to continue the nation's war on poverty but imposed a budget cut which the AFL-CIO denounced as a roadblock to an effective program.

The money slash was adopted by a 221-190 rollcall ballot.

On this key issue, 148 Republicans and 73 Democrats voted to chop 22 percent from the \$2.06 billion authorization sought by President Johnson—dropping it to \$1.6 billion. Voting to keep the full amount were 162 Democrats and 28 Republicans.

Earlier, however, the House decisively rejected a series of Republican amendments to dismember the program and cut the budget even further.

The next step is up to House-Senate conferees. The Senate had previously approved a strengthened anti-poverty program, with a \$2.26 billion spending ceiling—\$200 million more than the Administration had sought.

In a telegram to the conferees, AFL-CIO Legislative Director Andrew J. Biemiller declared that the House action "saved the structure of the war on poverty, but much more is needed."

In the AFL-CIO's opinion, Biemiller stressed, every congressman who voted for the budget slash "was voting against an effective program to eradicate poverty."

He added: "The conferees can—and must—restore the funds and strengthen the program which are vitally necessary to help those Americans at the bottom of the economic ladder. An affluent nation can do no less."

Even if the conference improves on the House bill—as it is expected to do—the decisive money show-down is still to come. Separate legislation is required to actually appropriate the funds Congress authorizes, and the powerful House economy bloc has served notice it will fight any significant increase over last year's appropriation of slightly more than \$1.6 billion.

In addition to the money difference, the House bill would give more control over community ac-

tion programs to elected public officials and would require local programs to put up 10 percent of the cost in cash as well as 10 percent in services and facilities.

The Senate-passed bill continues the present 90-10 financing, with the 10 percent local contribution payable in services.

The decision of the House Education and Labor Committee to give elected public officials greater control over programs in their communities was credited with helping to hold southern votes against repeated Republican attempts to change the entire structure of the war on poverty.

Republicans turned out in an unsuccessful attempt to substitute state rather than city and county control, but GOP leaders were noticeably absent on a vote on an amendment by Democrat Augustus F. Hawkins (Calif.) to leave the community action programs as they are now.

Viewed As Victory

Despite the money reduction,

passage of the anti-poverty bill without crippling amendments through a basically conservative House was viewed in the nation's capital as a major Administration victory.

At the start of the six-day debate, there was a serious question as to whether any poverty bill could muster a majority in a House seemingly hopelessly split over the direction the war on poverty should take and over whether in fact the entire program should be scrapped.

The final vote, at the end of an exhausting 12-hour day, brought the biggest bipartisan majority for the program in its three-year history—a stronger vote of confidence than had been mustered even in the liberal 89th Congress.

While hard-core opponents were mocking the program—at times in language similar to the "rat debate" earlier this year—the new urban coalition was making quiet progress in the lobbies of the Capitol and in the offices of congressmen.

Seven More Seafarers Join Growing SIU Pension Roster

Seven more Seafarers have been added to the list of those men now collecting an SIU pension which provides financial security during their retirement years. The latest additions to the pension roster include Alexander Kingsepp, Juan Collazo, Donald Gardner, Albert Smith, Alejo Cruz, Daniel Piccerelli and Andreas Swenson.

Alexander Kingsepp sailed in the engine department. Born in Estonia, he joined the SIU in the port of New York. He lives in Queens, N. Y., with his wife, Anna. Kingsepp's last ship was the Steel Executive.

Juan Collazo joined the union in the port of New York. A native of Puerto Rico, he sailed as a steward. He now resides in the Bronx with his wife, Rafaela. Collazo last shipped on the Wild Ranger.

Donald Gardner lives with his wife, Yoshie, in Shirley, L. I., N. Y. A native of British Guiana, Gardner shipped as chief steward and joined the Union in the port of New York. A 28-year SIU veteran, his last ship was the Trans-superior.



Kingsepp



Piccerelli

Albert Smith sailed as bosun and his last ship was the Seattle. He joined the Union in the port of Baltimore and sailed for 26 years with the SIU. A native of Scotland, Smith and his wife, Margaret, live in Issaquah, Wash.

Alejo Cruz was born in Puerto Rico and he and his wife now make their home in the Bronx. A member of the deck department, Cruz was last on the Long Beach. He joined the union in the port of New York.



Gardner



Smith

Andreas Swenson sailed as an AB and joined the SIU in New Orleans in 1938. A native of Louisiana, Swenson lives in New Orleans. His last ship was the Del Sud.

Daniel Piccerelli sailed as cook and steward since joining the SIU in New York. A native of Penn-



Swenson



Cruz

sylvania, he lives in Philadelphia. Brother Piccerelli's last ship was the Albion Victory.

R-T-W Committee Launches Mail Campaign

The National Right-to-Work Committee, with no accomplishment of any significance to its credit in more than four years, is currently flooding the mails with anti-union propaganda and solicitations of support from small businesses and large corporations alike.

Covering letters beg for help "in the struggle" against what they falsely tout as "compulsory unionism" in which workers are "forced, against their will, to become members of labor organizations and pay tribute for the right to earn a living."

They are careful to avoid mention of the fact that no union representation election is held outside the supervision of the National Labor Relations Board and that they are held when a substantial number of employees express a desire to be represented by a Union.

The mail campaign of the right-wing supported RTW Committee is well-designed to distort the facts and is sent out in two waves. First there is a letter over the signature of the president of the committee, S. D. Cadwallader, claiming credit for the defeat of liberal and labor attempts to repeal the anti-union section 14(b) of the Taft-Hartley Act and calling for efforts on the part of all individuals to extend the principle of right-to-work—a principle dedicated to making the union shop illegal and depriving employees of a united front with which to seek a fair share of management's profits in return for their labors.

Prompt Follow-up

Within a week there is a more personal follow-up letter from a corporation executive. In the case brought to the attention of the LOG, a letter sent to the Seafarers Sea Chest Corp., it was signed by one A. L. Naylor, president of The Fairbanks Company of Binghamton, N.Y. Along with his second letter is a "copy" of the first—in case it "is not handy"—together with a pamphlet reproducing newspaper accounts of RTW's efforts to sabotage the labor movement on state and federal levels as well as in the courts, and a pledge-of-support form to be returned "immediately" with a check.

Naylor repeats the lie that "American citizens" are "forced into unions in order to hold a job" and boasts that "12 states have active right to work organizations" hard at work to obtain laws similar to those already on the books in 19 states—most of them in the south.

Not mentioned is the statistical fact that all

right-to-work states, with only a single exception, have slipped far below the national average in per-capita income since enacting RTW laws. These facts are obviously well known to elected state officials, as well as voters. With the exception of blocking 14(b) repeal, the National Right-to-Work Committee and its state affiliates have suffered defeat in one state after another—most recently in Oklahoma. No new state has been added to the RTW list in over four years and the concept is on shaky ground in several states where it is the law.

Facts Disregarded

Also conveniently overlooked is the fact that the NLRB last year processed a record 13,385 petitions for voluntary elections in unorganized shops—many of which are operated by RTW advocates who help to promote the myth of "compulsory unionism." The year ending last June 30 was also a record-high one in the number of unfair labor practice charges filed with the NLRB. Typical of such charges are those stemming from the illegal abuse of its employees by J. P. Stevens, the union-busting textile giant which dominates a sizeable portion of the RTW state of North Carolina.

Far from protecting the right of individuals to join unions voluntarily as it claims, the Right-to-Work Committee pours millions of dollars annually into efforts to stifle that right. Its very name is a carefully calculated misnomer since it exists solely for the purpose of cutting wages and increasing profits through the destruction of labor unions and the outlawing of the Union shop.

With the exception of Nevada, which is sustained almost entirely by out-of-state gambling money, the economy has gone steadily down in every one of the Right-to-Work states. The decline is registered in virtually all areas—from increased business and personal bankruptcies, home foreclosures and rising unemployment, to drops in new car ownership and new construction. Even population has decreased in many RTW states, as workers seek to avoid the economic strangulation brought on by RTW laws and move to a healthier climate for labor.

Still the Cadwalladers and Naylor, and others of their right-wing ilk, continue in their campaign to deceive Americans. However, growing opposition to the RTW principle clearly shows that the majority of citizens are becoming more fully aware that the so-called Right-to-Work Committee works exclusively on the side of the employers.

SIU Fishermen Defeat ILWU

SAN DIEGO — Crewmembers aboard the fishing vessels Frankie Boy I, Frankie Boy II and the Santa Teresa have voted for the SIUNA—affiliated Seine Line and Fishermen's Union as their bargaining representative. The crewmembers aboard the three vessels rejected a representation bid by Harry Bridges' longshoremen's union in two separate National Labor Relations Board elections aboard the vessels.

ILWU Defeat

In both elections, the union defeated Local 33 of the independent Longshoremen's & Warehousemen's Union. The election aboard the Frankie Boy I and the Frankie Boy II was held on August 18 and that aboard the Santa Teresa on September 30.

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The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The Detroit AFL-CIO Maritime Trades Department Port Council held a meeting at the Wolverine Hotel recently and more than 200 delegates attended for the purpose of informing the Detroit Port Council about the critical shape of the United States Merchant Marine.

Guest speaker, Peter McGavin, Executive Secretary of the Maritime Trades Department, told of the efforts being extended by the MTD to inform the public of the problems of the maritime industry. Some delegates were not fully aware of the situation and were shocked when informed that U. S. shipyards ranked 16th among nations in commercial shipbuilding.

Frankfort

The City of Green Bay is still on a five and two schedule but may go on a twenty and eight at any time.

Charlie Johnson, fireman on the Arthur K. Atkinson, is getting his papers together to apply for a disability pension.

Chicago

Although layup time is near, job calls are frequent.

The Coast Guard reported that they will continue issuing applications for seamen's papers. They had intended to discontinue issuing temporary seamen's documents as of November 15. However, after a meeting with us, they have stated that they will continue issuing temporary documents until the end of the season.

The Gartland Steamship Company has agreed to give time off in port for this purpose. It remains for the USCG to enable inspectors to give the man immediate examinations.

We regret to announce the death of Herb Rostock. He sailed in the steward department and had been living in Milwaukee with his wife.

Great Lakes Seafarer Leo En-

tringer recently joined the SIU pension roster. Leo will live in the Green Bay area and is an avid hunter and fisherman.

Duluth

Shipping in this port has been steady for unrated men. The George Steinbrenner, Henry Steinbrenner, R. E. Webster, and the Uhlman Brothers are all in port to get their last load of grain before layup.

Arnold Perala has received his AB ticket after attending Duluth upgrading school. He is a watchman on the Lackawanna. Don Piper has shipped as coal passer on the Frank Taplin.

Cleveland

The only word on layup dates has come from the Steinbrenner fleet. They are on their last trips for storage grain to Buffalo, where the fleet is expected to spend the winter.

Buffalo

Shipping is steady here, due mainly to the large amount of grain moved into this port before the season's end. Most of the ships currently unloading are scheduled for grain storage next trip, and will lay up here shortly.

The AFL-CIO Maritime Trades Department, in conjunction with the Buffalo Port Council, held a legislative dinner in Buffalo on November 2. About 1,300 people attended.

Alpena

The J. B. Ford has laid up in Buffalo and the E. M. Ford in Milwaukee, so we should have some men available for relief jobs.

Shipping remains about the same with a few job calls daily. A seven-inch snow, the first heavy snow of the season, has made the hunters in the area happy.

MARAD Grants Trial Rate Increase On Government 50-50 Aid Cargoes

WASHINGTON—Temporary ninety-day increases in ceiling rates for Government 50-50 cargoes have been granted to U.S.-flag ship operators by the Maritime Administration. The increases came about when many operators claimed that they were losing money in the carriage of Government-financed cargoes.

The new rates became effective upon publication in the Federal Register.

The ninety-day period is expected to provide for an "in-depth" review of the problem by the Maritime Administration, to determine what further measures must be taken.

MARAD has scheduled hearings on November 28 to answer any questions that may arise on the new rates.

The urgency of the measure is illustrated by the claim of some operators that they have been losing \$30-50,000 per voyage on charters of grain to India. Indications from maritime sources were that a 10 percent across-the-board rate boost was necessary for operations to "break even."

The rate guidelines, which vary according to the ship's destination, cargo, and size, were ordered increased for three months by 10 percent across-the-board for smaller ships up to 15,600 deadweight tons.

Vessels in the medium size-group (15,600 to 29,999 deadweight tons) would be offered approximately three percent over their previous rates.

Rates for vessels of over 30,000 tons will continue to be subject to negotiations, the Maritime Administration said.

Since Public Law 480 set rate guidelines in 1957, the need for revisions were frequently discussed but the only major rate change, until now, was in 1963 and directly resulted from the American sale of grain to the Soviet Union. The terms of the sale agreement stipulated that 50 percent of the grain to travel to the U.S.S.R. on American-flag ships. However, many American operators complained that the low reimbursement rate for this shipping was costly for their small-ship operations, so the U.S. Government raised the rates to between \$17.48 and \$22.50 per ton.

The Soviet Union strenuously argued that American medium-size ships had been charging higher rates as compared with ships of other nations. The U.S. Government conducted a study of the problem, and found that the most practical solution would be to reduce the medium-ship rates to between 60 and 80 percent of the newly-increased rates that small ships were to receive per ton. Thus, the new medium-size rates, based on the new small-ship rate minus 20 percent, went into effect.

However, the rate-reduction did not apply to ships in certain ports, due to high port congestion that made operations unusually costly. These ports were: all Korean ports, where operations concerned bagged grain only; all United Arab Republic ports, where operations concerned bagged flour only; all Brazilian ports; and, in India, the ports of Bombay, Candela, Chittagong, and East Pakistan. The medium ships in these situations received the same tonnage rates as the small ships.

With the new guidelines which are about to go into effect, small ships will receive a 10 percent across-the-board rate increase. The medium ships will receive a rate based on 75 percent of this small-ship rate, or, in other words, about three percent more than before. As before, rates for large ships will continue to be subject to individual negotiations.

Policy Shift

In making the new temporary ceiling rates uniform for medium ships at all ports, MARAD has departed from its past policy of allowing for decisions based on individual problems, such as extended delays. By making the medium-size ship rates uniform in all ports, MARAD explained, it will remove "the present inequity in rates allowed in the case of some foreign ports in order to take care of delays in discharging operations, and will permit compensation for port delays, if any, through the practical medium of more realistic demurrage rates."

Nominations Open on December 1 For Tug and Dredge Region Election

DETROIT—Nominations for candidates for office in the Tug & Dredge Region of the SIU's Inland Boatmen's Union will be open from December 1 through December 15, 1967. Elections will be held beginning March 4, 1968, and will extend through March 16, 1968.

In order to notify union members of nomination procedures in sufficient time for them to make nominations, a special newsletter has already been sent to the home address of each member. The newsletter is entitled, "Notice of Procedure for Nominations and Election of Officers."

The Notice states that members must have the following qualifications in order to be nominated:

1. "Any member of the Region,

in continuous good standing for at least three (3) years, is eligible to be nominated for and elected to the office of Regional Director. Any member of the Section electing an Assistant Regional Director who is in continuous good standing in the work classification covered by that Section for at least (3) years, is eligible to be nominated for, and elected to, the office of Assistant Regional Director for that section."

2. "All nominees for, and those elected to, the foregoing offices must be citizens of the United States of America."

3. "No one may be nominated for, or elected to, the foregoing offices who is disqualified therefrom by law."

4. "All holders of said office, whether elected or appointed, are required not only to possess the foregoing qualifications, but also to maintain them, including continuous good standing, as a condition of the retention of their offices."

In addition, a qualified member may also nominate himself, but only for one office.

After December 15, the Regional Director will issue a report which will be posted on the bulletin boards of all union halls, naming those members who meet the qualifications to become nominees, and those who have been disqualified. Prior to the January meeting, the Regional Director's Report will be presented at the general membership meetings to be acted upon.

All unqualified nominees are entitled to correct the reasons for their disqualification within 15 days after the January meeting.

Ship-to-Ship Communication in the Suez



Stranded in the Suez Canal since the outbreak of hostilities on June 6th, the remaining skeleton crews of ocean vessels such as those pictured here have taken to "commuting" by sailboat to visit one another. Among the vessels is the crewless SIU-contracted Observer, laid up in Ismolia with a grain cargo originally bound for India. The ship's operators, Marine Carriers, report that since the crew has been repatriated to the states. Watchmen periodically visit the vessel to see that all is well.

U.S., Panama Shelve Three Canal Treaties

A treaty that would provide for a new system of dual operation of the Panama Canal, another that would authorize a sea-level waterway to be built there by the United States, and a third that relates to United States military bases in Panama were shelved legislatively both in the United States and Panama.

Agreement on the treaties was announced by negotiators for both governments last June 26. Since then the treaties have come under heavy criticism in this country and Panama. Now the treaties will not be considered until late 1968 or early 1969.

Reports from Panama indicate that the treaties will not be submitted for approval to the Panamanian assembly which ends its term in January and will not meet again until October of 1968. The United States Senate is not expected to consider the treaties until Panama approves them.

3 More Seafarers Upgrade To Deck Officer's License

Three more Seafarers have received their Deck Officer's license after attending the Deck Officer's Training School, jointly sponsored by the SIU and the American Maritime Officers Union. The Seafarers who recently passed Coast Guard examinations are Arthur McCall, Eugene Flowers and Gerald McCarthy. A total of 17 men have now upgraded themselves to a deck officer's license.

Arthur McCall is a new third mate and previously sailed as AB. He is 33 years old and joined the union in 1958 in New York City. A native of Brooklyn, he makes his home in Florida.

Eugene Flowers is a new third mate and joined the SIU in New York City in 1942. He is 44 years old and was born in Pennsylvania. A resident of that state, Flowers previously sailed as AB, bosun and deck maintenance.

Gerald McCarthy sailed as AB and was born in Canada. He is 43 years old and lives in Nova Scotia. McCarthy joined the union in Canada in 1952. He received a third mate's license.

Reciprocal Agreement

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

Applicants can begin receiving

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



McCarthy Flowers

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

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

In order to qualify for the training course, Seafarers must be 19 years of age or over, have 24 months watch standing time in the deck department and an AB endorsement on their seaman's papers.

THE INQUIRING SEAFARER

QUESTION: What made you decide to go to sea for a living?

George Muzzicca: I have always liked to travel and what better way is there to see the world than to sail for a living? I do a lot of sight-seeing and that alone makes it a worthwhile career. Of course, there are a lot of good union benefits and that is a big help also.



— ⚓ —

Tony Blake: I found I could make more money sailing than I could on land. And there is a lot of security. If you do your job right, you will always have one. Plus plenty of opportunity to move up to a higher rating. The SIU has lots of good benefits which offers another inducement.



— ⚓ —

Nunez Santiago: I sailed in the Navy and acquired a taste for the sea. When I got out, I thought I'd like to continue sailing with the Merchant Marine. There's lots of room for advancement in this profession. I just finished registering for upgrading school, so I can get an AB's rating.



Pedro Esteban: I figured it would be a good way to see the world. In addition, I could earn my living at the same time. By travelling, you rub elbows with all kinds of people and widen your knowledge of life. I think it is the best education there is.



— ⚓ —

Barney McNally: In 1941, job opportunities weren't too good in my home town, Pittsburgh. I thought I would try my luck at sea and I've never regretted the move. I tried it ashore occasionally, but I always wind up back at sea. Of course, travelling around the world makes the job nicer.



— ⚓ —

Nick Bechlivants: I always liked the sea and thought I would like to try my hand at being a seaman. The money was pretty good and I have been at it 30 years, now. I've enjoyed many benefits during my 20 years with the SIU and have really seen the union grow.



DISPATCH

From Nov. 3 to Nov. 15, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	1	2	2	2	14	2
New York	48	30	42	32	12	211	93
Philadelphia	7	3	4	2	2	26	8
Baltimore	24	17	7	10	7	107	57
Norfolk	13	6	6	5	3	31	20
Jacksonville	7	3	3	5	7	12	3
Tampa	8	0	0	4	0	13	8
Mobile	19	22	12	16	2	70	25
New Orleans	47	42	37	35	7	127	77
Houston	42	42	41	33	4	132	77
Wilmington	7	11	9	7	5	20	0
San Francisco	(Not Available)		(Not Available)			(Not Available)	
Seattle	14	13	19	18	10	47	8
Totals	242	190	182	169	61	810	378

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1	1	0	5	6	2
New York	36	44	41	43	17	122	101
Philadelphia	5	3	2	7	4	11	6
Baltimore	12	8	14	14	5	41	68
Norfolk	1	6	6	4	5	14	18
Jacksonville	5	3	4	4	9	4	5
Tampa	2	7	1	4	1	6	9
Mobile	18	16	13	8	4	37	19
New Orleans	41	36	26	32	11	93	84
Houston	35	46	34	29	3	74	88
Wilmington	9	8	8	9	14	17	0
San Francisco	(Not Available)		(Not Available)			(Not Available)	
Seattle	16	13	10	14	16	25	17
Totals	180	191	160	168	94	450	417

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	0	3	2	2	6	1
New York	40	24	35	15	9	158	43
Philadelphia	2	2	4	3	5	13	5
Baltimore	11	14	5	12	3	91	36
Norfolk	1	6	1	5	6	12	25
Jacksonville	3	4	5	2	5	6	3
Tampa	6	0	1	0	0	12	1
Mobile	14	16	6	8	1	67	22
New Orleans	44	24	37	27	6	127	96
Houston	41	23	23	10	3	86	49
Wilmington	4	8	8	4	3	12	2
San Francisco	(Not Available)		(Not Available)			(Not Available)	
Seattle	10	10	5	9	16	23	3
Totals	176	131	133	97	59	613	286

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

Several years ago *The Wall Street Journal* reported a test made by DuPont of why women buy one brand instead of another. The marketing experts showed a group of women slides of landscapes interspersed with occasional nonsense syllables such as "Bif" or "Gah." Then the women were told to take a free pair of stockings from boxes labeled with these made-up names. Twice as many women chose from the box marked with the nonsense syllable they had seen most often.

What the test showed was that many people can be manipulated into choosing one product instead of another simply by repetition of a name or symbol. This also is being proved every day by the fact that the most heavily advertised brands of cleaning products, household medicines such as aspirin, and toiletries such as mouthwash, sell best even when they are virtually identical with lower price brands.

In an era of self-service shopping, women who do not use what information is available to them for selecting best buys, even can be led to buy a particular brand just by a picture on a package or even its color.

For example, merely putting the picture of a spoon on the Betty Crocker cakemix package helped make that brand the leading seller, Louis Cheskin, one of the most successful "motivational researchers," reveals in his recently-published *Secrets of Marketing Success*.

Putting Parliament cigarettes in a blue package increased their sales. In fact, the researchers found that when the package had a linen finish, 80 per cent of the smokers tested thought the cigarettes tasted finer, Cheskin reports. Even just putting an illustration of a crest on the package boosted sales of Marlboro cigarettes.

In his book Cheskin says that the choices people make are not motivated by logic "but

we seek rational reasons for making them." According to him, we think we are buying useful quality but actually we are attracted by the styling. Sometimes we are aware of this but we cover up; "we try to make ourselves appear rational."

Thus over twice as many housewives in a test considered Gold Imperial Margarine in one package to be "higher priced" than in another package.

Cheskin doesn't mention this, but a lot of mother's buying now is dominated by children who in turn are dominated by television. This kind of forced buying, sometimes accompanied by screaming in the supermarket aisles, is especially noticeable nowadays among such products as cereals; bubble bath preparation; soft drinks, and the new milk shake products sold with musical shakers.

There is even less reason for women to be manipulated by the color and design of a package than by their children. All they need do is take the time to read the lists of ingredients and net weights to see what one brand actually provides compared to another.

The evidence is that many women do not take the time to see what they are buying. One of the signs is the ballooning popularity of "balloon" bread. This is bread which contains more air per pound.

Yet, despite the fact that in some markets balloon bread costs as much as five cents more per pound than the standard loaf, it is now the leading seller in stores that stock it, the U.S. Agriculture Department's *Farm Index* reports.

This is a shocker, because there have been a number of warnings about balloon bread by consumer authorities and in this column. Moreover, all that housewives have to do is look at the weight marked on the wrapper and compare the price per pound with other breads.

Senate Bill Outlaws Bias Against Older Workers

WASHINGTON—The Senate voted to outlaw job discrimination against older workers.

It passed by unanimous voice vote a labor-backed bill covering workers and job applicants between the ages of 40 and 65. A similar bill has been approved by the House Education & Labor Committee.

The legislation contains a congressional finding that the setting of arbitrary age limits by employers regardless of the job requirements, "has become a common practice." Congress found that older workers displaced from their jobs are "severely disadvantaged" in finding other employment and "their numbers are great and growing."

To correct this, the bill bars employers, employment agencies and unions from discriminating in any phase of employment—including hiring, firing and wage rates—on the basis of age. It specifically bars help wanted ads setting an age limit.

The only exception granted is where age can be proved to be "a bona fide occupational qualification."

The legislation would not require an employer to hire an older applicant in preference to a younger job-seeker. But it would require that the choice be based on factors other than age.

The secretary of labor is instructed in the legislation to initiate an education program to encourage employers to hire older workers and to seek through persuasion to bring about voluntary compliance. If that fails, enforcement would be through the courts in the same manner as is provided for violations of the wage-hour law.

Initially the legislation would cover firms with 50 or more employees. Next July, however, coverage would extend to firms with 25 or more workers.

The Senate bill does not require an employer to provide the same pension or insurance benefits to an older worker if this would increase his costs. But it does not permit the existence of a pension plan to be used as an excuse not to hire the older worker.

The only significant departure from the legislation proposed by the Administration is that the age coverage was extended from 45 to 40 years.

Senator Ralph W. Yarborough (D-Tex.) floor manager for the bill, expressed regret that it doesn't take care of "the problem of airline stewardesses, who are forced to give up that job at age 32 or 35." He said the bill provides for a six-month study by the secretary of Labor into this and any similar problems.

Twenty-four states have some type of law dealing with age discrimination but many are weaker than the proposed federal law.

LABOR ROUND-UP

The world's white collar unions must guard against the harsh impact of automation, the recently held world congress of the International Federation of Commercial, Clerical, and Technical Employees (FIET) declared. A major resolution urged FIET affiliates to give "top priority" to negotiating contracts protecting members from automation's "adverse effects." FIET is the second largest of the 16 international trade union secretariats. It has 120 affiliates in 64 countries, representing over 5,500,000 workers. In the U.S., its affiliates are the Retail Clerks, Office Employees, Building Service Employees, Retail, Wholesale and Department Store Union, and Insurance Workers.

Four hundred delegates to the Kansas AFL-CIO Convention adopted a broad legislative program and plans for a vigorous 1968 election campaign. Former Governor Alf M. Landon also spoke before the Convention and warned that compulsory government-enforced arbitration is an encroachment on collective bargaining and proposed that a national board of arbitration with sweeping powers be established to work on a voluntary basis instead. Among other resolutions adopted by the Convention were the call for a law prohibiting importation of strikebreakers, and the proposal that striking or locked-out workers be given unemployment benefits after six weeks of work stoppage.

The 55th National Safety Congress has elected the secretary-treasurer of the Brewery Workers,

Arthur P. Gildea, the National Safety Council's vice president for labor. Gildea, who succeeds Operating Engineers president Hunter P. Wharton in this position, will be liaison between the board of directors and the NSC Labor Conference, a volunteer group concerned with labor safety problems as well as labor involvement with safety in general.

The Railway & Airline Clerks have negotiated a new wage-boosting contract for their 450 members working on Caribbean Atlantic Airlines (Caribair). The new pact provides wage increases of 36% in addition to many other benefits. The pact calls for salary raises ranging from 69¢ to \$1.02 per hour over the two years, as well as such fringe benefits as increased life insurance and medical coverage, with the company pay-premium formerly paid by employees. Caribair services Puerto Rico, the Dominican Republic, and the Virgin Islands.

Three workers from one of Africa's new nations are training in hotel work in New York under a program jointly sponsored by their government, the African-American Labor Center, the Hotel & Restaurant Employees and the New York Hotel Association. The three—Anna Henry, Fatima Nasser and Samuel Songoro—came here last year from Tanzania, a country in East Africa formed in 1964 by the unification of Tanganyika and Zanzibar. They were selected as the staff nucleus of a new hotel to be built in Dar-es-Salaam, Tanzania's capital.

"Specialty of the House"



The AFL-CIO's legislative director, Andrew J. Biemiller, hit the nail right on the head last week when he described to a Senate Agriculture subcommittee as "a snare, a delusion and a hoax on the American people," the meat inspection bill recently approved by the House of Representatives. The bill is so watered down that it does little more than put a 1967 stamp on a 1906 law and provide government cost aid to states which voluntarily set up inspection programs equal to federal standards.

In the light of repeatedly publicized reports—both federal and private—from all over the nation of the revolting conditions to be found in meat packing and processing plants, who can be gullible enough to believe that the states will curb the sale of rotten and diseased meat on a "voluntary" basis now when they have not done so for more than 60 years?

A Good Start!

"More in sorrow than anger." Such was at least one Congressional description of the attitude with which concerned leaders in the House of Representatives and the Senate felt obliged to submit, to their respective bodies, a modernization program for the American merchant marine minus the long-promised endorsement of the White House.

Whatever the feeling, the twin bills submitted for Congressional consideration earlier this month were long overdue. Senator Magnuson, Representative Garmatz, and their colleagues in both houses who joined them as co-sponsors of the legislation, are to be commended for taking into their own hands the responsibility repeatedly shirked by the Administration on one pretext after another.

It is indeed a sorrowful situation when the

U.S.-flag fleet, once the mightiest merchant marine in the world, lies today in a state of near decay while the Executive branch of our government continues to simply look in some other direction and do nothing whatever to stem the worsening tide.

The proposed new maritime program is a comprehensive one and has a good deal of merit. It will provide life-giving assistance to all segments of the industry—many of which have been virtually starved out over the last 20 years.

We can only agree with the proponents of the maritime bill that the time for protracted discussions and hearings, on facts already well known to all, is past. It remains only to get this worthy legislation passed quickly so the big job of rebuilding can proceed smoothly.

It is now up to the Senate to insure that the consumer is protected from the unscrupulous profiteers who deliberately peddle millions of tons of contaminated meat for human consumption each year.

Under a compromise bill now before the Senate Agriculture Committee, states would be given two years to set up inspection systems at least equal to federal standards. If such a law was strictly enforced it might provide the best solution available in the face of meat industry pressures for the most lenient rules they can get.

A better bill, originally submitted by Senator William Mondale (D-Minn.) had real merit. Supported by both the Administration and organized labor, it would have required federal inspection of all meat regardless of where it was sold. This would have been the best possible system to minimize abuses by the meat packers and processors who opposed it so strongly.

Meany Urges Immediate Passage Of Senate Social Security Bill

WASHINGTON—The social security bill up for a vote in the Senate is "a considerable improvement over the extremely inadequate bill passed by the House," AFL-CIO President George Meany declared recently. With one major change, he said, it should be passed "without delay."

Meany's statement of support came as the Senate opened debate on a committee-approved bill which would:

- Raise all social security benefits by at least 15 percent, as contrasted with 12.5 percent in the House bill.

- Lift the minimum benefit from \$44 to \$70 for a single person and from \$66 to \$105 for an elderly couple. The House raise only went to \$50 for a single person, \$75 for a couple.

- Raise the wage base on which social security taxes are paid by gradual steps to pay for the improvements and provide bigger future benefits for higher-paid workers.

(At LOG press time, the Senate was still considering the measure but had voted to include in the bill extra annual funds of \$250 million annually to hospitals for care of their medicare patients and to require state welfare payments to families with unemployed fathers.)

Meany said the Senate committee had made a number of improvements in the punitive public welfare provisions of the House-passed bill. He welcomed assignment of work and training to the Labor Department, "which has the experience and qualifications for successfully operating them," rather than to the Department of Health, Education & Welfare.

He also praised elimination of

a House-voted freeze on the number of children who could be helped.

"A glaring defect" still in the bill, Meany said, is a compulsory work provision for many mothers. While the Senate bill, unlike the House version, exempts mothers of pre-school children, it would force other mothers to take even low-paid, dead-end jobs or lose their welfare benefits. In many of these cases, Meany noted, "they would be much better occupied taking care of their children in their homes. The Senate should recast the work and training program to make it voluntary and meaningful."

A hard core of conservative opponents served notice they would fight to substitute the less-generous House bill. However, the more liberal majority appeared to have the votes to preserve the higher benefits of the Senate Finance Committee bill.

Awaiting the floor in the Senate after the social security bill is passed were two other major bills—an Administration-backed expansion of the aid to elementary and secondary education program and a bill combining postal rate increases with pay raises for nearly two million salaried federal employees.

A key feature of the school aid bill would permit appropriations to be made a year in advance to plan ahead with knowledge of the

federal funds which would be available in the new school year.

It also modifies somewhat the "bloc grants" the House voted for state agencies for supplementary education centers—dropping federal controls over how the money is spent.

A threat of a southern filibuster to force the Senate to go along with the House version led Senate leaders to hold up action on the bill until after the social security legislation is acted on.

The pay raise provisions of the Senate bill are the same as those passed by the House—a two-step 11 percent raise for postal workers and an initial 4.5 percent increase for the classified civil service, with additional raises over the next two years to achieve full comparability with private industry. Deleted by the Senate was a provision of the House bill which would have denied any raises to employees of the Office of Economic Opportunity.

Before taking up the social security bill, the Senate passed a labor-supported bill establishing federal safety standards and regulation of natural gas pipelines. The Senate approved one amendment to the committee bill urged by the AFL-CIO and rejected another.

Suez Blockage Hikes Capetown Port Activity

Since the blocking of the Suez Canal during the Arab-Israeli war, there has been a huge increase in the number of ships having to make the longer journey around Cape Horn and the port of Capetown is humming with the new activity.

So far Capetown has handled a record number of 461 ships. The first arrivals forced to detour because of the conflict began calling in late June. In the first part of July, delays of six hours were reported at Capetown and twelve hours at Durban. These delays were actually less than prior to the crisis, when Capetown was already congested with near record imports and exports of fruit and other perishable items.

The increased sailing time of the route around the Cape (nine to 12 days) adds greatly to the expense of operating the ships. Even more expense is added due to voyage repairs made necessary by the longer route.

South African harbor authorities are not complaining, however. With the knowledge that the Suez Canal, at best, will only be able to handle 110,000 ton deadweight ships by 1972, they are looking forward to the Cape route being used by the 250,000 tonners already under construction, and the even larger ships of the future.

Due to present rebuilding and modernization activities, neither East London nor Port Elizabeth can offer the extra bunkering and provision facilities available at Capetown.

The Atlantic Coast



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

The Maritime Administration's report on the spectacular rise in the Soviet Union's merchant marine capabilities only serves to confirm what we in the maritime industry have known for a long time. It should come as no great surprise to anyone that while the United States-flag fleet has been allowed to deteriorate over the last decade into the sad shape

it is in today, the Russians have taken advantage of every available opportunity to strengthen their position on the high seas.

I certainly hope that the Administration will soon wake up to the seriousness of the Soviet threat to this country's future in world shipping and put its full support behind a U.S. maritime buildup. The leaders in the Kremlin have proven that they realize the value of a strong merchant marine and will take whatever steps necessary to see to it that the Soviet Union has a fleet second to none.

Baltimore

Thomas De Carlo is waiting around for a good job to hit the board. A 20-year man, his last ship was the *Alcoa Trader*.

Stanley Fauntbroy told us he thinks our welfare plan is "the greatest in industry." Stan is looking for a good cook's job.

Lorenzo Rinaldi, just off the *Bethtex*, would like a chief cook's job aboard a *Calmar C-4*.

Norfolk

Bosun Andrew Boney said he'd like a European run after four trips to Vietnam. His last ship was the *Steel King*.

T. A. Stubbs had an oiler's job on the *Missouri* prior to his vacation. He'd like a short trip to Europe.

Frank O'Malley was chief pumpman on the *Western Hunter*. He said he is on the lookout for a long trip to the Far East.

Boston

John Hamot is ready to go again, after caring for his mother, who was seriously ill. His last job was as carpenter on the *Robin Goodfellow*.

George Swift, a 25-year SIU veteran, is now in drydock. "Swift" last sailed as oiler on the *Summit*.

Maurice Olson is ready to go back to sea after working ashore. He said he would grab the first AB's job to hit the boards. His last ship was the *Alcoa Master*.

Puerto Rico

Domingo Ortiz is back in town after making a trip to Vietnam on the *Beaugard*. Ortiz said they had a good trip with a good crew. Lee Mendoza after a nine-



Stubbs

Swift

month trip on the *Warrior*, piled off for a few weeks rest. He'll be ready to ship out soon as a FWT.

Philadelphia

William Rinehart spent some time on the beach and is now looking for a steward department slot.

Philip Navitsky just left the *Potomac* on which he sailed in the deck department. A 20-year SIU member, he's registered and raring to go again.

After an AB's spot on the *Globe Traveler*, Vincent Quinn said he'd like a bosun or deck maintenance job.

Addresses Buffalo MTD Meeting

Seaway Benefits Foreign Shipping, Not U.S., Proxmire Declares

BUFFALO, N.Y.—The Soviet hammer-and-sickle is now seen as frequently in the St. Lawrence Seaway as is the American stars and stripes, U. S. Senator William Proxmire (D.-Wis.) charged here recently.

"Russian-flag ships made as many trips through the Seaway this year as the entire U. S.-flag fleet did," the Senator told a meeting sponsored jointly by the 6-million-member national AFL-CIO Maritime Trades Department and the Buffalo Maritime Port Council.

"From April 15 to September 30 of this year, Soviet-flag ships made 19 deep-water transits of the Seaway, calling at Canadian ports," Proxmire went on. He contrasted this to only 15 commercial voyages and four trips with military cargo by ships flying the American flag.

Joining with Proxmire in hammering away at the rise of foreign-flag shipping through the Seaway and on the Great Lakes was Anthony Scotto, president of ILA Local 1814 and vice-president of the International Longshoremen's Association. Scotto also serves as chairman of the national MTD's Legislative Committee.

Scotto called for construction and operating subsidies for Lakes shipping so that it could compete with low-wage foreign building and the "cookie wages" paid foreign seamen.

Senator Proxmire and Scotto

came to Buffalo to launch the first in a series of public conferences slated for key port cities to focus public attention on the problems of the maritime industry.

The Wisconsin Democrat, chairman of the Great Lakes Conference of Senators, laid out a three-point program which, he said, should be part of any Administration maritime package submitted to Congress. He called for:

- "An earmarking of ship construction subsidies so that at least 25% of the subsidy funds provided are used to build ships that can transit the Seaway. No new U.S.-flag vessel has been constructed for Great Lakes service since 1961.

- "A requirement that at least \$8 million or so of the \$200 million provided yearly for operating-differential subsidies be set aside for U. S.-flag trips into the Lakes. If the funds are not used to subsidize Lake trips, they would revert to the Treasury."

- "Set aside \$7,500,000 of the amount provided for military cargo shipments overall to be used exclusively for military cargo shipments out of the Lakes, where a great deal of this cargo originates."

Check-Up Time at New York Clinic



Joseph Puglisi, Jr., gets his check-up at the New York clinic by Doctor F. Tricarico, while his mother looks on. Joseph is three-years-old and the son of Joseph Puglisi of the deck department.

The NLRA - Time for Revision



IN SPITE nationwide advances realized by organized labor over recent decades, and a generally productive collective bargaining climate between labor and management, the conspiracy of giant textile companies in the Southeast United States continues to keep thousands of workers more than 30 years behind the times in industrial equality and more than \$30 a week behind the average earnings of other American manufacturing production workers.

Similar conspiracies existed in other major industries or our country in the 1930s but they were destroyed by the momentum of the trade union movement, a public spurred to outrage by unchecked exploitation of employees by big business, and the efforts of those in government who became aware that an equilibrium in collective bargaining was the only way to achieve economic growth and stability.

To be sure, there are still anti-labor forces hard at work to destroy unionism in all 50 states, but the textile industry is the last stronghold in the nation which consistently defies and violates the official labor policy of the United States and gets away with it.

For more than 30 years, the National Labor Relations Act has been the law of the land. It clearly states that the policy of this government is to encourage "the practice and procedure of collective bargaining" and guarantees workers the right to "self-organization, and designation of representatives of their own choosing."

Ironically, this same act, which once helped workers seeking to organize and win an equitable share of America's tremendous economic growth, is being cynically and deliberately twisted by textile companies for use against workers. Findings by the National Labor Relations Board of flagrant violations of the NLRA are appealed by the offending companies and stalled in the courts for months and years. In the meantime, workers illegally fired for union activity are deprived of income during the long court battles and, as often as not, blacklisted from other employment through company pressures.

Even when NLRB charges against employers are finally upheld, the penalties are insignificant, and the mills continue to thwart union organizing activities by a repetition of the same unlawful and undemocratic means.

Extensive Congressional hearings into the terror tactics used by the textile firms to prevent their employees from exercising their right to organize were held last August. A long line of witnesses testified to beatings, firings, harassment, intimidation—even of an attempt to use father against son—to stop union organizing efforts. Shock was voiced at all levels of government but nothing concrete was done to correct the deplorable situation. Nothing can be done until the loopholes in the law that employers thumb their noses at are closed by legislative action.

Easily the most notorious, but by no means the only company guilty in the conspiracy is J. P. Stevens. At the request of Stevens employees, the Textile Workers Union of America launched an all-out campaign to organize the company in 1963. Within a short time 107 employees were fired without legitimate cause and efforts at representation elections in Stevens plants were crushed, at least temporarily, by further threats.

In testimony before the House Subcommittee on Labor last summer, TWUA President William Pollock offered his explanation of how employers get away with such methods and why the conspiracy can go on unchecked.

"To put it bluntly," he said, "it thrives because the law has abandoned workers who seek to organize. For practical purposes, a worker cannot exercise that right without risking his job in the process."

Pollock referred to a booklet entitled 'The Hollow Promise', prepared by the TWUA to illustrate the plight of the Southern textile worker under the inequities of the NLRA. "The protections and guarantees the National Labor Relations Act is supposed to hold out to workers are nothing more than that," he pointed out, "once a worker finds himself face to face with the textile industry's anti-union conspiracy."

In a series of hearings, NLRB trial examiners have ordered the reinstatement with back pay of the 107 workers fired by Stevens and the ruling has been upheld by the U.S. Circuit Court of Appeals.

"Yet not one of them, to this day," Pollock told the subcommittee, "has been reinstated to his job. What else can one add to describe the utter inadequacy of a law which fails to produce a remedy in four long years?"

To further emphasize his point, the TWUA president cited the 1956 case in which the 550 workers of the Darlington Manufacturing Co.—a South Carolina subsidiary of the Deering Milliken textile chain—exercised their right to form a union under the NLRA.

"A majority of them duly voted to be represented by our union," he said. "Six days later, the board of directors of that firm voted to liquidate, and by December of that year the plant stood stripped clean of its machinery with its 550 workers out on the streets without jobs."

Although the case of these workers has been favorably reviewed by the NLRB and gone all the way to the Supreme Court, it has now been referred back to the NLRB with a further hearing scheduled by the Court of Appeals.

"So here it is—11 years after the fact—and these 550 Darlington workers are still without redress for the grievous injury done them," Pollock declared. "If justice delayed is justice denied, this is a case of justice strangled."

Even with the awesome pressures applied by the textile firms and their conspiracy, the TWUA has won a fair share of elections approved by the NLRB.

"But winning an election is only the beginning," the union head stated. "That's merely the point where the employer falls back upon his second line of attack by refusing to bargain in good faith."

"At this moment there are 11,000 southern textile workers who voted to be represented by our union, in some cases as long ago as two years. They are still without a contract. So even after you win, you can still lose."

It is clear that something has gone seriously wrong with the NLRA. Before its passage in 1935 there was no labor law at all and the cards were automatically stacked with the economic and political strength of the employer. The purpose of the NLRA was to balance this situation by encouraging formation and growth of trade unions as a natural, logical and democratic protection for workers who were otherwise powerless to deal on an equal basis with employers.

The pro-management Taft-Hartley Act, passed over presidential veto during the Truman Administration, abandoned that concept on the theory that unions should be "regulated" and the balance of power was again tilted in favor of the employer.

"The effect of this changed approach to labor relations has been to hinder organizing and hog-tie collective bargaining," according to Pollock.

"This is because it encourages an employer to resist the efforts of his workers to organize and to undermine their union once it has been organized. It helps him to create community-wide hostility toward unions without fear of reprisal from the law. It even encourages him to violate some sections of the law in the knowledge that the Act contains devices familiar to cunning, anti-labor lawyers that will enable him to escape punishment, if used cleverly enough."

Pollock pointed out that the use of these loop-hole devices has been polished by lawyers into a master blueprint for the conspiracy used against unions. The fact that this conspiracy is coordinated and centrally directed, from within the textile industry, is evidenced by the fixed formula followed by all companies in the area of Georgia and the Carolinas when pro-union sentiment is found in a plant.

All turn up with the same handful of law firms and management consultants who specialize in the art of union-busting. All use the same employer propaganda—often without a single change in wording or punctuation—to threaten workers. All use the same schedule of terror tactics as each step in an

organizing campaign is reached. And whenever a union is successful in being certified as a bargaining agent, all present the same set of management demands in contract negotiations which, if accepted, would kill the effectiveness and value of the union.

Such measures by employers—thus far all too effective—are possible because the language of Taft-Hartley undermines the provisions of the National Labor Relations Act. To bring the southern textile employee into the more affluent 20th century world of his fellow workers in the rest of the nation, those provisions must be restored by the Congress and the White House.

With the full backing of the AFL-CIO, the Textile Workers president has made the following proposals to put teeth back into the enforcement of the NLRA:

- Double or triple damages assessed against violators such as J. P. Stevens and its collaborators in the southern conspiracy so that breaking the law will no longer be profitable. (As it is, back pay ordered by the NLRB for reinstated employees is not only tax deductible as a business expense, but a mere pittance when compared to decent wages that would have been paid all employees under a union contract.)

- Employers repeatedly found in violation of the NLRA should be disqualified by Executive order from receiving contracts from the federal government. (In 1966 alone, J. P. Stevens did more than \$76 million in government business.)

- The NLRB should be required to seek injunctions to restrain unfair labor practices by employers who are chronic violators of the law. (At present, the board has that power in particular cases but an attempt to use it against Stevens in 1964 was stalled in the courts for more than two years and eventually came to a dead end.)

- Criminal penalties should be provided against any employer who discriminates against a worker who files charges or testifies before the NLRB.

- In an effort to speed up NLRB procedures and eliminate long delaying actions by employers, a victimized worker confirmed by the board as having been improperly fired should be reinstated in his job immediately so he can continue to earn a living while the employer's appeal is pending.

- The right to hold pre-hearing elections should be restored to the NLRB so that decisions can be speeded up and cases resolved in weeks, instead of the months or years that are now common.

- In proper cases, the NLRB should be empowered to require employers to recognize and bargain with a union when the union has been prevented from gaining a majority because of the employer's persistent unfair labor practices.

- A provision whereby unions claiming to represent a majority of employees can substantiate that claim through a card-check election before NLRB-appointed federal labor law registrars—thus shortening present time-consuming election machinery.

- Realistic remedies to insure consummation of an initial collective bargaining agreement in cases where an employer is required by law to recognize and bargain with a union. This to eliminate bad faith bargaining on the part of anti-union employers.

- Revocation of the employer's immunity under Taft-Hartley from responsibility for the acts of his agents. This change in the present law would bar employers from using third parties—such as newspapers, the local Chamber of Commerce, "citizen's committees," etc.—to do their anti-union dirty work for them without anyone being held legally accountable for such actions.

In the light of all the evidence of company abuses of the law, it is the duty of Congress to effect these changes. The conspiracy of the southern textile giants must be smashed, not rewarded with fat government contracts which make these brazen law-breakers rich while their employees continue to be cheated out of decent wages and working conditions.

AFL-CIO Raps House Meat Bill as Hoax on U.S. Public

WASHINGTON—The AFL-CIO, calling for a tough Federal meat inspection law, has denounced a House-passed meat inspection bill as "a snare, a delusion, and a hoax on the American people". Testifying before a Senate Agriculture subcommittee looking into new meat inspection bills, the labor federation instead gave strong backing to the bill presented by Senator Walter Mondale (D-Minn.) which would extend Federal meat inspection to all meat-packing plants, regardless of whether these plants deal with intrastate or interstate commerce.

At present, the Federal Government can inspect only those meat-plants dealing in interstate commerce.

The subcommittee is also reviewing a similar bill presented by Senator Joseph Montoya (D-N.M.).

(As the LOG went to press, a compromise bill was reported to have been worked out between Mondale and Montoya which would give the states two years to institute inspection programs "at least equal" to Federal standards. Failure to comply would be grounds for the Secretary of Agriculture to act against any intrastate plant found to be a health hazard and, if necessary, close it. The substitute measure would also provide a continuous review of state systems—including access to records and the taking of meat samples.)

Also testifying before the subcommittee were Betty Furness, is President Johnson's Special Assistant on Consumer Affairs, who pressed Administration backing of the Mondale bill, and author Ralph Nader, who scored "powerful state agriculture departments and meat industry pressures" for hampering vital inspection legislation, and several Federal investigators who reported deplorable conditions in meat-plants not subject to Federal inspection.

Federal vs. State Controls

The Mondale bill, which would immediately extend Federal controls to intrastate meat-packers, has received strong endorsement from labor, consumers' groups, and in a sudden policy switch, the Administration.

The House-passed bill calls for a Federal grant program, under which the Government would pay up to 50 percent of the cost for any state which establishes an inspection program meeting Federal standards. Compliance with the program is purely voluntary.

The Montoya bill, previously backed by the Administration, would amend the House bill by providing a

three-year limit for states to institute adequate meat inspection programs. If a state failed to act within this time, the Secretary of Agriculture would be authorized to enforce Federal inspection standards in the state. Montoya's bill received support from segments of the packing industry.

Andrew J. Biemiller, AFL-CIO Legislative Director, testified that "there must be no bargain basement gimmicks when the health of fellow Americans is involved". The House bill, he said, is "weak, ineffective legislation" that would prod rather than pressure states into enacting inspection programs that might meet Federal standards.

Miss Furness told the subcommittee that consumers had already waited 60 years for states to establish adequate health standards in the meat-industry, and a wait of two or three more years, as Montoya's bill or the House bill would provide, is too much to ask. "I don't think we should be looking askance at hamburgers and sausages for the next couple of years," she remarked. "We can't fool around with this."

Ralph Nader, who has campaigned for federally-enforced safety standards in different industries, declared that stronger Federal meat-inspection measures are a necessity. "The fact that Federal inspectors condemn an average of about one-million pounds of meat a day as unfit for human consumption—even under the more stringent Federal inspection—is the clue to . . . the basis for concern in the non-Federally inspected sector," Nader declared.

"More ominous," he continued, "is the deep-rooted entrenchment of traffic in the '4-D's'—dead, dying, diseased, and disabled animals. Ironically, bad meat is, and has been for a long time, good business. . . . This traffic is drawn heavily to intrastate markets because of the nonexistence, laxity or complicity of Government regulations."

Widespread Abuses Cited

Also testifying in favor of stricter inspection measures before the Senate subcommittee were three Federal inspectors from the U.S. Department of Agriculture, who appeared at the request of Senator Mondale.

One inspector, Edward Chizek of Omaha, said that in July he visited a plant where he found flies "abundantly present." He also reported "mold slime in coolers and debris and trash throughout the plants," and that "Em-

ployees were not required to wear washable clothing or head covering, and equipment was without adequate sanitary procedures."

Another inspector, R. A. Baumgartner of Milwaukee, told of surveying a plant where plant workers wore "filthy clothes" and there was "direct contamination of products."

The third inspector, Stephen Kota of Norfolk, Va., told of visiting a plant at which he found "abcessed beef and pork livers and parasitic infested livers mixed with edible products;" meat was dragged across a "primitive floor" on which there were vermin droppings.

Though this particular plant is in a state with mandatory inspection laws, Kota said, "the law was not implemented." Thus, he added, the plant was able to produce as much as 15,000 pounds of unsafe hamburger meat per week.

'Friendly' Fund

It was recently disclosed that a meat industry trade association president attempted to raise funds for "friendly" congressmen. The fund-raising project, organized by L. Blaine Liljenquist, president of the Western States Meat Packers Association, was abandoned at the insistence of leaders of the House Agriculture Committee, who supported the industry position on meat inspection and favored the House-passed bill.

When a copy of Liljenquist's fund solicitation letters (which had been sent to meat-packing firms) came to the attention of House Agriculture Committee chairman W. R. Poage (D-Tex.), Poage consulted with senior Democratic and Republican committee members and fired off a letter to the packer's association demanding that the solicitations cease and that any funds collected be returned. Until that was done, Poage warned, the bill would not be brought to the House floor.

Liljenquist agreed to the terms, and the bill was brought out of committee and passed by the House.

Senator Mondale noted that the setting-up of the "political slush fund" could boomerang on the entire industry. "The meat industry's sudden interest in the political careers of 'friendly' congressmen," he said, "coming at a time when Federal legislation regulating the slaughter and processing of meat sold to consumers is under consideration, can only lead to the conclusion in the public eye that this was a crass attempt to influence the Congress."

The Pacific Coast

by Frank Drozak, West Coast Representative



The Republican momentum, which was obvious in many elections, didn't affect Democratic Mayorality candidate Joseph L. Alioto. The SIU and other unions gave their all-out support to Alioto.

He defeated Republican Harold Dobbs by more than 16,000 votes and Democrat Jack Morrison by more than 66,000 votes. The SIU supported Alioto's candidacy by walking the precincts, handing out literature and talking to the voters.

Many people feel Republican "Reaganism" may be the big trouble in California. Democrats and other liberals are joining ranks to turn back the reactionary drive against the working-class citizens who make up much of California's population.

SIU Cab Drivers Win New Pact

SAN DIEGO — The SIUNA-affiliated Transportation and Allied Workers of California have negotiated a new contract with the Oceanside Taxi Company, calling for a guaranteed weekly wage, a hike in health and welfare benefits and increased vacation time, in addition to other new benefits.

The new contract provides for two weeks vacation after two year employment, a 20% increase in health and welfare benefits, arbitration and increased commissions, in addition to a weekly guaranteed wage.

Wilmington

William "Flat-top" Koflowitch, now on the beach here, last sailed on the *Norberto Capay*. AB Koflowitch has been a member of the SIU for 20 years.

Also on the beach is Bill King, who's looking for a slot as Fireman or Deck Engineer. He's been an SIU brother for 20 years.

Seafarer Richard McConnell, AB, is just off the *San Francisco*. He presently is recuperating from a back ailment before shipping out.

In this period, we have had three sign-ons, eight ships in transit, and payoffs on the *Rachel V.*, *Rebecca*, and *Seatrain Georgia*.

Seattle

On the beach we have Seafarer Francis A. Warren, who has been a member of the SIU for 20 years.

Robert S. Cossiboin, off the *Transwestern* where he sailed as second electrician, has been a member of the SIU for 22 years.

Shipping has been good. Since the last period, we paid off seven ships, signed on eight, and had eight in-transit. The shipping outlook looks fair for the coming period.

Massive Shipbuilding Program Urged By Congressman at MTD Seminar

WASHINGTON—Congressman Benjamin S. Rosenthal (D-N.Y.), today called for enlargement of a Congressional merchant marine program introduced last week by House and Senate maritime leaders.

Speaking at a day-long seminar sponsored by the six-million-member AFL-CIO Maritime Trades Department, Rosenthal called

for construction of more than the 30 or 40 new ships a year recommended in the new program.

Rosenthal was one of a series of speakers who hammered away at the need for a bold new maritime program to help make up the deficiencies of the past two decades, and who called for restoration of the U.S. as a major maritime power.

Among those addressing the conference were:

● Former Democratic Congressman Robert E. Sweeney of Ohio, who warned that "we've already wasted too much time" in the devising of a maritime program, and who said that the pending legislation "is our last chance" to save the U.S. merchant marine.

● Rocco C. Siciliano, president of the Pacific Maritime Association, who called for an industry-wide consensus on a maritime program, declaring that the merchant marine is "sick, and it is in danger of becoming a terminal case unless there is some agreement among all the various forces who are proposing a cure for its ills."

● Andrew J. Biemiller, AFL-CIO Legislative Director, who declared that the "biggest single task" facing the maritime indus-

try will be "convincing an economy-minded Congress that it would be toying with national disaster to put off an immediate revitalizing of our merchant marine."

● Henry Segal, Treasurer of the Pulp-Sulphite Workers, who called the Congressionally-sponsored maritime program "a breakthrough" which signals the intention on Capitol Hill to get mari-

time affairs off of "dead center."

● Milton G. Nottingham, vice president of Peralta Shipping Agency, Inc., who reminded the audience that the merchant marine "consists of both ships and men," and who urged that the nation "give at least as much attention to those who will direct and man our merchant fleet as to the ships that will comprise the fleet."

SIU Lakes Boatman Retires



A disability pension check is presented to Seafarer Felix Knechtel (right) by IBU Great Lakes Welfare Representative Dick Hollingsworth, on the occasion of long-time seafarer Knechtel's retirement.

Nigerian Unionist Visits LOG



On a recent visit of SIU Brooklyn Headquarters, Nigerian labor official Okon Eshiett (center), discussed union publications with Seafarers LOG editor Mike Pollack (left) and Frank Pecqueux, of the SIU International Department. Eshiett is the General Secretary of the Nigerian Union of Commercial, Technical, and Allied Employees. He is studying United States of America labor activities.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The SIU-contracted Delta Steamship Company began service to several Mexican ports on November 2. Among the ports serviced are Vera Cruz, Tampico and Coatzacoalcos. The Del Norte became the first Delta vessel to ply the new routes.

A major conversion job was performed by Todd Shipyards in Galveston. The Houston was converted from the T-2 Tanker Mission and added to the Sea-Land fleet. The conversion was accomplished in four months, some forty days ahead of schedule.

The ship will carry 332 containers and have facilities to maintain 63 refrigerated units.

Candidates endorsed by the Louisiana AFL-CIO Committee on Political Education were elected overwhelmingly in the Democratic Primary. Statewide candidates received up to 80 per cent of the vote.

Louis W. Cutrer has been endorsed for Mayor of Houston by the West Gulf Ports Council of the Maritime Trades Department. Cutrer is opposing the incumbent two-term Mayor.

The council represents 35,000 members in the 26 unions in Houston and Harris County. "This is the first group representing organized labor to endorse any candidate," said SIU Houston port agent Paul Drozak, who also serves as executive secretary of the council.

Drozak said that the present Mayor, Louis Welch, "made a lot of promises that haven't been fulfilled." In addition, Drozak pointed out, Mayor Welch has been endorsed by Governor John Connally, another reason for the support of Cutrer. The council feels the Governor's anti-union views have been reflected in the Mayor's office.

All trade unionists are urged to vote and work for the election of Louis W. Cutrer for Mayor of Houston.

New Orleans

John Durcan is looking for a South American run. He's been shipping out of New Orleans for the past few years as FOWT.

O. Farrara would like a Vietnam or Far Eastern trip after sailing as third cook on the Rebecca. He's shipped out of New Orleans since 1926 and his Southern drawl belies his Rhode Island birth.

Mobile

Fred Cooper just registered after shipping as bosun on the Alcoa Voyager. Fred has shipped out of the Gulf for 20 years.

Marshall Cooper spent a year aboard the Ocean Anna as a member of the deck department. After some time with the family, he will be ready for another trip.

James Dickinson was FWT on the Keva Ideal cement run until the vessel had to lay-up due to lack of cargo. James prefers short runs and should be ready to sail shortly.

Al Masciello spent some time shuttling aboard the Erna Elizabeth. Al sails as a baker and has sailed from Gulf ports for 20 years.

Harlan Peters had a long trip aboard the Maiden Creek as a member of the steward department.

Houston

Nick Gaylord, who last shipped on the Digby, came in to say hello to his many friends here. Nick was ship's delegate during a 43-day trip from Rotterdam to Texas. Nick reported that ship breakdowns were responsible for the extended trip.

Jobless Rate Hits Two-Year High; Workforce Increase Cited for Rise

WASHINGTON—A continuing rise in the number of people seeking work and failing to find it pushed the nation's jobless rate to 4.3 percent in October, the highest level in two years, the Labor Department has reported.

The key seasonally adjusted jobless rate was up from 4.1 percent in September and 3.8 percent in August. The rate was 3.8 percent in October 1966.

Teenagers and adult men accounted for the increase of nearly 200,000 in unemployment over the month, the Labor Department, said. Total unemployment stood at nearly 3 million, about 500,000 higher than a year earlier.

The employment side of the picture remained strong, with jobholders totaling 74.6 million, seasonally adjusted. This was about the same as in September and was up 1.4 million from October a year earlier.

The upsurge in unemployment in recent months was related by the Labor Department to the unexpectedly large labor force increase. The adult women flooding into the labor force in the early fall were still having difficulty finding jobs, a situation which increased medium-term unemployment—those jobless five to 14 weeks.

Labor Force Increases

The civilian labor force totalled 78 million in October, up by 1.9 million or some 500,000 higher than the 1.4 million job rise since October 1966.

"This large year-to-year increase in unemployment—which includes 275,000 women, 175,000 16-to-19-year-olds and 50,000 adult men—developed almost entirely in the last few months along with un-

usually large labor force increases," the Labor Department noted.

The report pointed out that unemployment was up about one-fourth over the year for both teenagers and women—to 15.1 percent and 4.8 percent, respectively.

Occupationally, the Labor Department said, jobless rates have moved up for jobs requiring less skills and in work in which women are concentrated.

The rate for operatives (semi-skilled) rose from 4.1 to 5.3 percent over the year. The rate for non-farm laborers increased from 6.8 to 9.2 percent.

For workers whose last job was clerical, the jobless rate moved up from 3.2 to 3.9 percent over the year. The rate for sales workers moved from 2.2 to 3.4 percent and for service workers, from 4.6 to 5.5 percent.

Job stability continued for certain key groups. The report said the jobless rates for adult men and married men, at 2.5 and 1.9 percent in October, were not significantly changed from a year ago and remained close to their average levels for the past 12 months. Similarly, the rate for workers insured under state jobless pay programs, those with a "firm labor force attachment," was unchanged over the month at 2.4 percent.

Non-Farm Jobs Up

Non-farm payroll employment

rose by 120,000 over the month, seasonally adjusted, to 66.2 million, the report said. The rise was centered in state and local government and in trade. The return of striking teachers accounted for 60,000 of the job gain in government, the report added.

Factory employment totalled 19.2 million, seasonally adjusted, in October, unchanged from September. This was 400,000 below the all-time high set in January 1967, the report observed.

Over the year, payroll jobs are up by 1.5 million. The Labor Department tied the entire increase to job growth in the service-producing industries, Government, primarily state and local, was up by 670,000. Miscellaneous services were up by 500,000 and trade by 400,000.

Factory employment was down by 260,000 from October 1966, with much of the reduction attributed to an increase in striking workers who were off payrolls. Strikers are counted, however, in the separate household surveys since they are considered as employed but not at work.

Average hourly earnings for workers on non-farm payrolls were \$2.72 in October—up one cent from September and 12 cents from October a year ago. Their workweek averaged 38.1 hours, down six-tenths of 1 percent from a year ago.

For factory production workers, the workweek edged down one-tenth of 1 percent over the month to 40.7 hours seasonally adjusted. The workweek was down more than one-half hour from a year ago.

Soviet Fishermen Triple Catch Off East Coast

BOSTON—Russian fishermen caught 165 million pounds of fish in waters off the coast of New England in 1964, more than tripling the amount they caught the previous year (50 million pounds). Senator Edward M. Kennedy said at the American Commercial Fish Exposition.

In comparison, he noted that in 1964 landings at the Boston Fish Pier totaled 106 million pounds and in 1966 the landings totaled only 89 million pounds.

"These statistics tell the story of one nation bent hard upon expanding its fishing industry and of another letting it die," Kennedy asserted.

Joint Effort

A joint program between Russian and U.S. scientists, surveying the fishing grounds between Cape Cod and Cape Hatteras, also was described.

Dr. Arkady Noskov of the Soviet Union and Dr. Robert L. Edwards of Woods Hole Oceanographic Institute's program for the Bureau of Commercial Fisheries, described the joint scientific approach in which the Americans and Russians even swapped ships in a cooperative mood.

Weak Gun Control Measure OK'd by House Committee

WASHINGTON—A heavily watered-down version of the Administration's proposed firearms control bill has been reported by a House Judiciary subcommittee and sent to full committee.

The vote in favor of reporting the bill to the full committee was taken on a straight 7-6 party-line basis. A similar bill is still under consideration by the Senate Judiciary. Both the Senate and House bills are given little chance of passing.

Representative Jack Brooks (D-Texas), who voted to advance the bill out of the subcommittee, explained that he did not support the bill but wanted to get it before the full committee where it could be discussed more thoroughly. He said he was sure there was "definitely" no chance of the bill being passed this session.

Stand Is Softened

Though the original bill bans interstate sale of handguns as well as interstate mail order sale of all guns, the White House had approved a change which would allow states to exempt themselves from the ban on rifle and shotgun sales, and would permit a buyer to purchase such a "long gun" in person and have it shipped across state lines to his home.

The provision allowing states to exempt themselves was added to attract a measure of support from the western states which have objected to a strong bill. The National Rifle Association has also stirred opposition to the passage

of any gun control measure.

The bill prohibits the sale of handguns to persons under 21 years of age, and long guns to persons below 18. It also strengthens the licensing procedure for dealers and makes it unlawful for a dealer to sell guns to persons whom he suspects are prohibited by local laws from buying weapons.

No date has been set for the full Judiciary Committee to hold hearings on the bill.

President Johnson has been pressing Congress for a gun-control law for years.

**Meany Foundation
Presents TV Program**

The George Meany Foundation will produce "The Labor Of Thy Hands" by Joseph Mindel on the Eternal Light television program on Sunday, November 26, from 1:30 to 2:00 p.m. EST.

The program will also be carried on 110 stations of the NBC-TV network. Consult your local newspaper listings for the time and channel in your area.

Welfare Claims Handled Promptly

To The Editor:

I wish to express my thanks to the SIU welfare plan for the efficient and prompt way in which they handled my recent claim.

My thanks also goes to the office staff. They were most helpful when I called them long distance. It's a good feeling and a comfort to know one has such benefits through the SIU. Again, my thanks to everyone there.

Sincerely,
Mrs. Ada Frank
Greenville, R. I.



SIU Did Fine Job In Raising Pensions

To The Editor:

Once again, may I express my thanks to my Seafaring

LETTERS To The Editor

brothers and the welfare department for making it possible to increase my pension check.

My appreciation for their efforts and those of the officials for bringing this about. May the very best come to all of you who have helped in so many ways to obtain this increase in the pension.

Fraternally,
Charles Goldstein



Expresses Thanks To SIU Welfare

To The Editor:

I am writing to express my heartfelt appreciation for the courteous and speedy manner in which my husband's disability and death benefits were received. It was most efficient.

The lovely floral arrangement, expressing sympathy, and the announcement in the Seafarers Log of his departure and final rites, should also be mentioned. These mementoes will remain always. The SIU and their officials are to be commended for such a magnanimous program.

Sincerely,
Mrs. Bessie M. Prescott
(Widow of Omer G. Prescott)
Mobile, Ala.



Thanks Union For Blood Donations

To The Editor:

On behalf of myself and my family, I would like to thank the SIU for your assistance in obtaining blood for my late sister, Mrs. Florence Bushek, who passed away October 19.

The assistance by your organization will always be remembered deep in our hearts. Please extend our deep thanks to the members of your organization for the blood donated in behalf of our sister. Forever grateful, I remain,

Gregory Grans and Family

Birch Society Un-American

To The Editor:

I just want to add a few notes to what has been printed in your article on the Birch Society:

The Birch Society claims it believes in the U.S. Constitution, yet opposes the Federal Government's use of the Bill of Rights and later amendments to protect the rights of Americans. The Birchers say the civil-rights movement has been, and is, Communist-inspired. They mention nothing about "poverty-inspired" or "oppression-inspired."

The Birch Society claims that our Government is riddled with Communists. But the Birchers say nothing about the fact that our national and local and state representatives were elected by America's millions of voters. They also say nothing to show what an out-and-out Communist looks like or acts like, or exactly what makes any elected official in the Federal Government a "Communist" in the first place.

If by "Communist" the Birchers mean those who pool their resources for the benefit of the whole, they forget that the John Birch Society itself collects dues from its members and pools the money.

If by "Communist" the Birch Society means those who use deceit and trickery to impose their own ideas on unsuspecting people, the Birchers seem to forget that their organization's own "Bible," the Blue Book, advocates the use of heckling, deceit and trickery to get rid of a person they believe to be "Red" but can't prove it.

The Birchers talk about the will of the people being subverted. Yet they declare that the U.S. is really a "republic," not a "democracy," and that the masses of American citizens are generally not smart enough to know what is good for them.

The Birchers say that this nation should pull out of the United Nations and stop talking. They forget that the only way to win the world over to a belief in personal freedom is to convince people of its value, not to force them into submission by taking away their chance to see that freedom.

The Birchers say we must end all foreign aid. They fail to see that to do so would be to force impoverished or developing nations to turn most probably to the Communist nations for that aid. If that were to happen, it would be as though the United States had just sat down and completely given up.

Perhaps, as the Birch Society says, there is a danger of Communism coming from within the U.S. But I submit that the fanatic beliefs and twisted conspiracies of the John Birch Society are as much of a threat to a free and democratic America as the supposed "Red threat." The only thing left to distinguish Birchers from Reds in America is that the Birchers appear better organized.

Sincerely,
Ron Harrison

Movie Version of Seafarer's Novel Touted as Possible Award Winner

"... Exciting and unforgettable..." "a forceful portrait, ... ruthlessly realistic." These comments, by critics from the New York Post and New York Times, were just two of many that greeted the movie version of "Cool Hand Luke," based on the novel by former Seafarer Donn Pearce.

Pearce joined the SIU in 1955 and shipped out in the steward department. He later became an OS, then an AB. Paul Newman, who plays Luke, an eternal rebel, headed the cast of this major production, which is as authentic as a motion picture can get.

Pearce spent two years at hard labor in a Florida chain gang, after "the world's most inept, teenage safecracking job. I served my time and later wrote the book just the way it was," Pearce explained. "Naturally, there was some literary license, but the details about the work, the punishments, the food and life in the barracks were all from experience."

Warner Brothers, producers of the picture, effectively maintained the atmosphere of a southern chain gang on the movie set. The studio built a southern prison camp just north of Stockton, Calif. Included among the dozen buildings were a barracks, mess hall, warden's quarters, guard shacks and dog kennels. The camp, which covered several acres, was surrounded by chain-link fencing. Dozens of oak trees on the camp's perimeter were strung with moss, a ton being shipped in from Louisiana.

Award Possibilities

The realism paid off with a movie that will undoubtedly wind up on many ten-best lists and earn some Academy Award nominations. The Los Angeles Times said the film is a "remarkably interesting and impressive Hollywood film and one which gives fresh hope that the Hollywood movie need not be a limiting definition."

Pearce's contribution didn't end with writing the book. He co-authored the screenplay with Frank R. Pierson and served as a technical advisor. In addition, the Seafarer had a bit part in the film.

According to Pearce, Luke is a "super convict." A larger than life hero, he was a decorated war hero, an expert banjo player. Luke was a man who wouldn't conform to the system. "He displayed the greatest courage in the face of the cruelties and the beatings by the guards, the utmost endurance and cleverness during his repeated escapes. He played a real cool hand."

Luke was the inspiration of his fellow prisoners and they remember him long after he is killed by the prison guards.

Working On New Novel

Pearce has a stack of short stories and some ideas for novels that he hopes might be published shortly. "Cool Hand Luke" was published by Charles Scribner and Sons, with a pocket book version published by Fawcett Publications, due on the newsstands soon.

Pearce's own life reads like a scenario. "I never had a home in the usual sense. I was born in Croyden, Pa., just in time for the depression. My father was what you might call a drifter, an itinerant sign painter and a carnival concessionaire." Pearce was forced to "quit high school at 15 and joined the Army at 16." He was discharged when the Army discovered his true age.



Ex-Seafarer turned author, Donn Pearce (left) discusses the filming of a key scene in "Cool Hand Luke," the movie version of Pearce's novel. Stuart Rosenberg (holding cup) directed. Paul Newman (right) played Luke, the Florida chain gang prisoner who refuses to conform. The film was highly praised by movie critics.

Shortly after that came the safecracking experience and life on the chain gang. After he was released, he went to sea. "As soon as I could, I went to sea. It's a free life and it helps me to write. I've been shipping out, off and on, ever since."

"I prefer to write from the gut about things I know from first hand. I'll probably go back to sea again soon to make sure of some of the details in my next book, which will be about the sea."

Pearce gained valuable writing knowledge from a scholarship to the Bread Loaf Writers Conference at Middlebury College in Vermont. He won the scholarship for "Cool Hand Luke," with the movie sale soon following.

Some seven years ago, he had his right foot crushed in a motorcycle accident. Disabled for two years, he lived in a Brooklyn cel-

lar, where he took up painting, and sold some canvases at sidewalk art shows in New York's Greenwich Village. Then, he took up writing.

"The motorcycle accident turned out to be the luckiest break of my life," Pearce stated. "While I was recovering in a Danbury Hospital, I met my wife Christine who was working there as a nurse. As soon as I was back on my feet, we were married."

For the sake of posterity, a complete still photographic record of the filming of "Cool Hand Luke" was compiled by Stockton historian Horace Spencer. The photographs were added to the archives of the Hazen Memorial Galleries, a privately-endowed museum in San Joaquin County.

Jo Van Fleet, who plays Paul Newman's mother, is considered a good bet for an academy award for her role. The part is a good one, even though very small.

SIU Lifeboat Class No. 189 Casts Off



These men have just received their lifeboat tickets after passing Coast Guard examinations. The men took the SIU lifeboat training course at Mill Basin, New York. In front row, L-R, are: Jose Soto, Frank Seibel, Jesse Greer and Melvin Gibby. In back row, instructor Paul McGaharn, Andrew Kelly, John Callanan and Georges Angelikoussis. The lifeboat class was graduated on November 7, 1967.

Vietnam War hits Close to Home When Seafarer's Son is Wounded

Up until recently, the only involvement Seafarer Joe Castro had with the Vietnam war was the fact that he supported the U.S. war effort and did his part by making the Vietnam run as many times as possible.

Recently the war struck closer to home when his son Manuel Castro, 19, a Lance Corporal with the First Marine Division, was wounded in action.

Castro recently paid a visit to St. Albans hospital in New York City to see his son and told the LOG that Manuel received machine gun and shrapnel wounds in fighting around Trang Qui. As a result the boy has a partially paralyzed right arm and neck wounds, his father said.

"I give St. Alban's my compliments," Castro said. They provide wonderful treatment for all of the boys there." Jose said that he is waiting word on a possible operation for young Manuel on the wounded part of the neck or shoulder.

This is the second time the boy was wounded, his father said. The first time was in 1965 when he was hit in the arm by shrapnel. "He recovered and went back," Jose said.

Seafarer Castro said that he

disagrees with the arguments of some anti-war demonstrators. Manuel told his father of "atrocities" performed on village chiefs by the Communists.

"I get sick when I see these demonstrations," Jose stated. "They have no respect for law and order. As for myself, I hope to go back to Vietnam. If I can't fight, I may as well take cargo."

Jose has been sailing in the deck department for 21 years and has two other boys, Jose, Jr. and Pedro. Jose, Jr. is 21 years old and is stationed at Fort Dix, New Jersey. His youngest boy, Pedro is 18 and sails as an OS with the SIU. He sailed to Vietnam aboard the Linfield Victory at the same time his father was making a trip there aboard the Free America, but unfortunately they didn't get a chance to see each other.

"I had made a trip to Vietnam in March when Manuel's outfit was sent over," Jose recalled, "but we didn't have a chance to meet."

Jose has met a number of U.S. servicemen and found their morale to be "very high."

Jose, a native of Puerto Rico, joined the Union in Baltimore. His first ship was the Morning Light.



Castro

from the Ships at Sea

Harold Du Cloux, ship's reporter on the Duke Victory (Victory Carriers) told the LOG that James A. Johnson of the steward department took his chief cook's job on the ship in order to visit his son-in-law, Major John Copley, advisor to South Vietnamese forces. Johnson arrived in Cam Ranh

Bay where he met Major Copley. The Duke Victory's captain invited the Major to visit the ship and the entire crew gave him the "V. I. P. treatment," Du Cloux reported. After his visit,



Du Cloux

the Major was picked up by a patrol boat and returned to shore where he rejoined his outfit at Quin Hon. Meeting Chairman Henry Schwartz reported "a good ship with no disputed overtime reported by the delegates." Brother Schwartz also serves as ship's delegate. All the Seafarers need for a perfect voyage is a new ice maker.

John Dunne, meeting chairman on the Bowling Green (Pan American) reports that



Dunne

Charles Moore "was elected by acclamation to continue the good job by all members present." Moore has done a "tip-top job in seeing that the interests of the crew

are looked out for," Dunne wrote. Moore told the crew that "everything seems to be shaping up" and he hopes "the new gang will have a pleasant trip." Dunne, who also served as bosun, came in for some praise for "supplying the ship with a new library full of the latest books." This ship has left Saigon and will pay off on the West Coast.

Malcolm M. Cross, meeting chairman on the Linfield Victory (Alcoa) reported that ship's delegate



Cross

Bill Scott proposed that a letter be sent to the company in regard to the "excellent management of the vessel by Captain Richard Hicks." Scott also received a vote of thanks for his "exceptional" job as delegate. The steward department did a fine job, Richard Hanek, meeting secretary, reports. The payoff will be held in San Diego.

Some good old American know-how was required to fix the Alcoa



Arndt

Voyager's (Alcoa) television set. Meeting secretary M. P. Cox reported. "The television repairman couldn't fix the set in Germany," Cox wrote, "so the job will have to be done in New Orleans." Cox, who is also ship's treasurer, stated that the ship's fund totals \$34. O. L. Arndt, meeting chairman, reported that most repairs have been taken care of. Those that have not should be finished before the payoff in New Orleans or New York. Some disputed overtime in the engine department, delegate Chester Lohr reported, but no other beefs or disputed overtime.

Meeting Chairman R. Weaver reports from the Cortland (George



Naklicki

T. Bates) that M. C. Storch of the deck department had to leave the vessel due to hospitalization. Brother Storch needs an operation and his fellow Seafarers wish him a speedy recovery. Frank Naklicki, meeting secretary, reported that B. J. Williams rejoined the ship in Bombay. Department delegates reported no beefs or disputed overtime and LOGS and mail are arriving regularly. The repair list includes another fan for the mess-room.

"This crew goes on record in thanking ship's delegate Earl



Booth

McCab for a job well done." Meeting Secretary Alton Booth reports from the Del Santos (Delta). The Captain is "well satisfied with his SIU crew," Booth wrote. A vote of thanks was extended the steward department for doing such an excellent job.

William Phillips resigned as ship's delegate on the Cosmo Mariner (Cosmos) to give someone else



Mosakowski

a shot at the job, meeting Secretary Jack Hart writes. Phillips received praise of his shipmates for the fine job he turned in. Hart reported. Robert Spencer, meeting chairman told the men that the ship's fund contains \$8. Joe Mosakowski was named as the ship's delegate.

It was election time on the Overseas Dinny (Maritime Overseas) according to



Loe

J. H. Loe, meeting chairman. Pete Dolan will serve as ship's delegate while R. Hunt has been elected to be the new treasurer. Meeting Secretary M. Requiso informed us that the galley repairs have been taken care of and delegates reported no problems.

Lakes Seafarers Rescue Two Men Adrift on Cruiser

MUSKEGON, Mich. — Crew-member of SIU Great Lakes District-contracted freighter Gysum recently rescued two men after they had drifted helplessly for almost three days on their powerless cruiser.

The two men, Robert Morton, 42, and Ralph Guthrie, 21, were spotted by the Gysum after they had set off emergency smoke flares, a trick Morton had learned only recently in a U.S. Power Squadron class.

The luckless pleasure boaters had set out to winterize their craft, a 22-foot powerboat called the "Whee One." About one and one-half miles past the South Haven breakwater, the engines quit and the pair drifted helplessly.

"When we spotted the smoke from the Gysum, we dropped the emergency smoke flare into the water and let it drag about 50 feet behind us," they told newsmen after being brought to Muskegon.

Within 15 minutes they were spotted by the Gysum and once on board they enjoyed their first meal in 70 hours.

Seafarers Aid Ailing Shipmate

"The alertness of an efficient crew and officers" helped save the life of a fellow crewmember during a recent voyage of the Globe Traveler, AB and ship's delegate Ivar Anderson reported to the LOG.



Anderson

"We were on our way to Holland with a load of coal," Brother Anderson reported to the LOG. About 600 miles out of Philadelphia our radio officer, Harold Rafter, suffered a heart attack. It was about 9:45 p.m. on November 1, when he was stricken." The Captain and Chief Officer were able to provide aid while sending a message for assistance.

"I acted as liaison man between the radio and bridge," Anderson said. "We finally heard from the Coast Guard Cutter, Cape George. The cutter contacted their headquarters in New York, who in turn notified the USPHS Hospital in Staten Island.

Anderson reported that the Captain ordered the Globe Traveler turned around and the ship then headed for Halifax, Nova Scotia, the closest port. The vessel had been in radio communication with the USPHS Hospital, keeping them fully informed on Rafter's condition.

Upon arrival in Halifax, Rafter was lowered into a launch and taken to the hospital. His present condition is listed as good, a company spokesman said.

"Our bosun, Stan Mosakowski and dayman Bill Crownan should be complimented for the fine way they helped the sick man into the launch and cared for him.

SIU ARRIVALS

Nancy O'Neill, born October 1, 1967, to the Johnny O'Neills, Bronx, N.Y.

William Beacham, born October 11, 1967 to the Benjamin Beachams, Beaufort, N.C.

Bonefay Mullis, born October 7, 1967, to the John W. Mullis, Mobile, Ala.

James Anthony Blanchard, born October 18, 1967, to the James L. Blanchards, Pacolet, S.C.

Sonya Mae Merritt, born August 20, 1967, to the Robert R. Merritts, Ferndale, Fla.

Stephen Wade Lightell, born October 2, 1967, to the Paul G. Lightells, Metairie, La.

Melinda Fletcher, born October 11, 1967, to the Bobby E. Fletchers, Houston, Texas.

Noordin Idris, born October 18, 1967, to the Sedek B. Idris, San Francisco, Calif.

John Norris, born October 1, 1967, to the John Norris, Akron, New York.

Carol Francis Watts, born July 3, 1967, to the Harry Watts, Halifax, Va.

Paulette Guillory, born October 16, 1967, to the Paul C. Guillorys, Mamou, La.

Atrise Lawrence, born July 26, 1967, to the James L. Lawrences, Jr., New Orleans, La.

Vita Maria Marano, born October 20, 1967, to the Anthony J. Maranos, New Orleans, La.

Vera Carolyn Mann, born October 25, 1967, to the James Manns, 5602 Skidaway Rd., Savannah, Ga.

Larry Keith Jordan, born October 27, 1967, to the Dewey B. Jordans, Wilmer, Ala.

Rose Hawkins, born August 17, 1967, to the Sidney D. Hawkins, Pensacola, Fla.

Lisa Michele Knapp, born August 11, 1967, to the Horst N. Knapps, Baltimore, Md.

Larry Edlund, born September 13, 1967, to the John H. Edlunds, Mobile, Ala.

Alphonse Slater, born October 5, 1966, to the Willie Slaters, Prichard, Ala.



FINAL DEPARTURES

Governor Brower, 55: A heart ailment claimed the life of Brother Brower, July 24, at Pennsylvania Hospital. He joined the UIW in Philadelphia and was employed by the Philadelphia Laboratories, Inc. Brower was born in High Point, North Carolina, and lived in Philadelphia. He is survived by his father, George Brower of Washington, D.C. Burial was in Mount Lawn Cemetery, Sharon Hill, Pa.



John Walsh, 52: Heart disease claimed the life of Brother Walsh, September 12, in Cleveland. He was a member of the SIU Great Lakes District and joined the Union in Cleveland. A native of that city, he made his home there. Walsh sailed as a fireman and was employed by the Great Lakes Towing Company. He served in the Navy during World War II. Surviving is a son, John, of Elyria, Ohio. Burial was in Holy Cross Cemetery, Cleveland.



Eugene Cook, 52: Brother Cook died in Stevens Memorial Hospital, Edmonds, Wash. He sailed as FOWT and joined the Union in the port of Seattle. Cook was born in Missouri Valley, Iowa, and resided in Granite Falls, Wash. His last ship was the **Duke Victory**. Cook served in the Army from 1943 to 1946. Surviving is his wife, Georgia. Brother Cook was buried in Restlawn Memorial Gardens, Edmonds, Wash.



Perry Pedersen, 42: Death claimed Brother Pedersen on Oct. 10, in Brooklyn, N.Y. He joined the Union in the port of New York. A member of the deck department, Brother Pedersen sailed as AB. His last ship was the **Albion Victory**. He was born in Norway and lived in Brooklyn. Before joining the SIU, he had served in the Navy. Surviving is his wife, Lillian. The burial was in Evergreens Cemetery, Brooklyn.



Andrew Blahnik, 58: Brother Blahnik died in Grand Rapids, Mich., Oct. 17. He was a member of the SIU Great Lakes District and joined the union in Frankfort, Mich. An AB, he last sailed on the **McKeeson**. Brother Blahnik was on an SIU pension at the time of death. Born in Nadeaw, Mich., he made his home in Grand Rapids. He is survived by his sons Raymond and Rudolph of Frankfort. Burial was in Nadeaw Township Cemetery, Menominee County, Mich.



Paul Kovalevich, 52: Heart failure claimed the life of Brother Kovalevich, on October 12, in Oyster Bay, N.Y. He was born in Brooklyn, and joined the SIU in New York. A resident of Commack, N.Y., he was employed by the American Casting and Manufacturing Corp. He served in the Army from 1943 to 1946. Surviving is his mother, Anna, of Plainview, N.Y. Burial was in Mt. Olive Cemetery, Maspeth, Queens.



Francis Price, 20: An automobile accident claimed the life of Brother Price on Sept. 6, in Charleston, W.Va. He joined the SIU in the port of New York. He was born in West Virginia and was a resident of Charleston. An OS, he last sailed on the **Alcoa Master**. Surviving is his mother, Mrs. Eileen Price of Charleston.



Fred Blichert, 66: Brother Blichert died on June 16, in Ribe, Denmark, of cancer. At the time of death, he was on an SIU pension. He was born in Denmark and joined the SIU in the Port of Norfolk. He had previously resided in New York City. A member of the engine department, he sailed as electrician. Brother Blichert's last ship was the **Andrew Jackson**. He is survived by a brother, William. Brother Blichert was buried in Ribe, Denmark.



William Willdridge, 52: A heart ailment claimed the life of Brother Willdridge, Oct. 27, in Hull, Mass. During his career, he sailed as a FOWT. He joined the Union in Boston during World War II. Born in Quincy, Mass., he was a resident of Hull. Brother Willdridge last sailed on the **Steel Apprentice**. Surviving is his wife, Mildred, of Hull. Burial was in Hull Cemetery.



Charles Graham, 63: A heart ailment claimed the life of Brother Mich. He was born in Brimley, Mich. and was a resident of Detroit. Brother Graham joined the union in the port of St. Ignace. A fireman, he last shipped for **Dunbar and Sons**. Surviving is his wife Irene of Detroit. Burial was in Oakview Cemetery, Oakland County, Mich.



Seafaring Songwriter Hits Jackpot With Two Best-Selling Records

Seafarer, songwriter, nightclub proprietor, owner of record and sheet music publishing companies—these are the credentials of Seafarer H. C. Cain of Mobile, who has managed to maintain a career both at sea and shoreside. Brother Cain has had some nationwide hits among the tunes he has written. Two of his records, "Landlord" and "Jack and Jill," recorded by a Mobile singer, Julian Glad, sold 100,000 copies.

The songs were recorded on the Mercury label, one of the major recording companies.

At present, he has a record featuring the Dalton Boys, recorded on his own "Cy" label. The titles are "Something you Got," and "Lover Please," which was released on November 1. The Dalton Boys are also from Mobile.

Brother Cain, who is 33, has sailed in the deck department since 1952. He is also the owner and operator of Marie's Lounge and Restaurant, located at the entrance of Bankhead Tunnel in Mobile. While at sea, the lounge is operated by his two brothers, Arlen and John.

They have nationally-known personalities on stage nightly, Brother Cain said. Included are "some of the South's most beautiful girls." Brother Cain is not certain whether he prefers operating the club or shipping out to foreign ports, but he emphasized that both "help to make life interesting."

A number of well-known acts

PERSONALS

Lowell Thomas Bailey
Kindly contact Dewey Elrod, 16 N. Wolfe, Baltimore, Md.

Rowland Harper, Jr.
Bernard D. Lipton, 1401 K. Street, N.W., Suite 1021, Washington, D. C. 20005, would like you to contact him as soon as possible.

Frank Myatt
Get in touch with J. W. Allman, at 525 Franklin St., South Hill, Va., in regard to an important matter.

Donald J. French
Please contact your brother Jay, aboard the Transontario, c/o Hudson Waterways Corp., 1 Chase Manhattan Plaza, New York, N.Y. 10005.

Clinton L. Conn
Rojeane D. Conn would like you to contact her as soon as possible at R.D. No. 1, Box 101, Confluence, Penn. 15424.

Bill Williams
Please contact your brother in Kissimmee, Fla., at the earliest possible time. Or contact J. B. Garrison in Kissimmee.

have appeared at Marie's Lounge, Cain stated. Among them is "Sam the Sham," a rock and roll singer who has had a number of hits on the major MGM label.

Perhaps the biggest problem encountered in the running of Marie's Lounge is making sure all the customer's are over 21, Alabama's minimum drinking age. "We have to check our customers carefully," Brother Cain said. "Sometimes we get guys who look between 25 and 30, but are only 18 or 20. A lot of seamen come into the club and of course, some are under 21."

As in many nightclubs, the girls dance to records since "live orchestras are very expensive and many nightclubs have discontinued them." One of the most

recent dancer's at the club was "Judy the Body." Quite a few of the girls use descriptive names, Cain reported to the LOG.

Brother Cain opened his first club in 1955 and became associated with Marie's Lounge five years ago. "I started out by booking rock and roll performers," he said. After booking acts into clubs in Mobile and other towns, he decided to go into the night club business.

Seafarer Cain also has quite a background as an athlete. While attending Murphy High School, largest in Alabama, he played center on the football team well enough to win All-City and All-State honors. This is not a minor achievement, since Alabama is well-known for its High School and College football teams.

Money Due

Checks are being held at SIU Headquarters, 675 Fourth Ave., Brooklyn, N. Y., for the Seafarers listed below for money due them on the vessels shown. Men whose names are listed should get in touch with Union headquarters as soon as possible.

Name	Ship	Claim
Edward Jensen	Hercules Victory	Disputed overtime
Robert Smith	Hercules Victory	Disputed overtime
Frank G. Valerie	Natalie	One day's wages
Earl H. Beamer	Penn Carrier	Disputed overtime
Calvin Smith	Transwestern	Disputed overtime
Daniel McLaren	Transwestern	Disputed overtime
Clyde Greeson	Transwestern	Disputed overtime
Thomas E. Hanson	Valient Hope	Transportation
Donald Kershaw	Valient Hope	Transportation
Warren Weiss	Niagara	Lodging
James Gleason	Seatrains New York	Disputed lodging
Fred Patterson	Seatrains New York	Disputed lodging
Joseph L. Chapeau	Kent	Lodging
Cyril Gauthier	Kent	Lodging
J. Walsh	Midlake	Standby wages
D. Shattuck	Midlake	Standby wages
Carlo Ruiz	Bonanza	Wages
William L. Robinson	Bonanza	Wages
Edgar Lee Faison	Alcoa Master	Transportation
Bobby V. Carter	Alcoa Master	Transportation
David J. Flynn	Alcoa Master	Transportation
J. Rose	Rambam	Retroactive wages
C. Cummings	Rambam	Retroactive wages
A. Samari	Rambam	Retroactive wages
J. Smith	Rambam	Retroactive wages
J. Saunders	Rambam	Retroactive wages
E. M. McCay	Rambam	Retroactive wages
Ian O. Robertson	Western Hunter	Unclaimed wages
Roy L. Frank	Seatrains San Juan	Unclaimed wages
Neil Napolitano	Seatrains San Juan	Unclaimed wages
Robert Wilson	Coe Victory	Wages
Emil H. Kjono	Albion Victory	One Day's Wages
John B. Gardner, Jr.	Norberto Capay	Refund
Onofre F. Rando	Norberto Capay	Refund
Edward Giordano	Minot Victory	Repatriation

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

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

NAME _____

STREET ADDRESS _____

CITY _____

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.)



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



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



Jamestown Sterling Corp.
(United Furniture Workers)



White Furniture Co.
(United Furniture Workers of America)



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



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



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



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



Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)



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



Magic Chef Pan Pacific Division
(Stove, Furnace and Allied
Appliance Workers
International Union)

OVERSEAS JOYCE (Maritime Overseas), October 29—Chairman, F. E. Otto; Secretary, J. Morrison. Some disputed OT in deck and engine departments. Motion made that men who sailed with the Union for 20 years be eligible for retirement, regardless of age.

ROSWELL VICTORY (States Marine), September 16—Chairman, Handrey Rucki; Secretary, Steve Bryant. Ship's delegate reported that everything is running smoothly thus far. Small beefs were settled. Little disputed OT in deck department to be settled when ship arrives in port.

ALCOA VOYAGER (Alcoa), October 22—Chairman, O. L. Arndt; Secretary, M. P. Cox. Most of the repairs have been completed. \$34.00 in ship's fund. No beefs and no disputed OT was reported.

DIGEST of SIU SHIP MEETINGS

LOMA VICTORY (Delta), October 22—Chairman, Cecil Futch; Secretary, Howard F. Menz. Brother Howard Menz was elected to serve as new ship's delegate. No beefs were reported by department delegates.

COSMOS MARINER (Cosmos), October 10—Chairman, Robert Spencer; Secretary, Jack Hart. Brother William Phillips resigned as ship's delegate and was given a vote of thanks. Brother Joe Mosakowski was elected to serve as new ship's delegate. \$8.00 in ship's fund. Ship's TV needs to be repaired. Matter of putting a new ice machine on board will be taken up with port steward.

MONTICELLO VICTORY (Victory Carriers, Inc.), October 25—Chairman, Oscar Cooper; Secretary, George A. O'Berry. No beefs were reported. Some disputed OT in deck and engine departments. Brother O. Cooper was elected to serve as ship's delegate. It was discussed that the company should be required to hire qualified American union men to fill all shipboard vacancies. Ship has operated since March 17, 1967 without proper complement in steward department so as to avoid violation of Article V, Section 22.

COMMANDER (Marine Carriers), October 29—Chairman, L. A. Webber; Secretary, None. \$6.00 in ship's fund. No beefs and no disputed OT. Vote of thanks was extended to the cooks and messman, Tom Brown.

BOWLING GREEN (Pan American Tankers), October 14—Chairman, John Dunne; Secretary, F. J. "Whitey" Johnson. Ship's delegate reported that most of the repairs from last voyage have been completed. He stated that everything seems to be shaping up well and hopes that the new men will have a good trip. No beefs were reported by department delegates. Brother Charles Moore was re-elected to serve as ship's delegate and was given a vote of thanks for doing a tip-top job.

EAGLE TRAVELER (Sea-Transport), October 21—Chairman, Ernest W. Pierce; Secretary, Dominick Orsini. No beefs and no disputed OT was reported by department delegates. Captain will replenish slop chest. Motion was made that all men paying off in Yokohama be able to file and receive vacation checks in the Yokohama hall. It was suggested that the pension be increased to \$300.00 a month, after 20 years with the Union and enough sea time.

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

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

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

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

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

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

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

LINFIELD VICTORY (Alcoa), October 29—Chairman, Malcolm M. Gross; Secretary, Richard J. Haney. No beefs and no disputed OT. Ship's delegate proposed that a letter be written about the excellent management of vessel by Captain Richard Hicks. Vote of thanks was extended to Brother Bill Scott for doing delegate. Vote of thanks to the steward department for a job well done. Crew thanked by the steward department for their cooperation.

CENTERVILLE (Chatham), October 26—Chairman, E. L. Odem; Secretary, E. J. Riviera. Brother E. R. Harrison was elected to serve as ship's delegate. No beefs were reported by department delegates.

MADAKET (Waterman), October 29—Chairman, Steve Homke; Secretary, Jack Long. \$30.00 in ship's fund. Some disputed OT in engine department. Motion was made for retirement after 20 years in the Union. Vote of thanks was extended to the steward department for a job well done.

BANGOR (Bermuda Shipping), November 5—Chairman, Peter Hammel; Secretary, C. Demeres. Some disputed OT was reported by engine delegate. Insufficient supply of food was put aboard. Motion made to have company install an ice machine.

DEL SUD (Delta), November 5—Chairman, J. Glass; Secretary, None. Crew extended a vote of thanks to the chief cook and 2nd baker for a job well done.

YAKA (Waterman), October 27—Chairman, W. Vehaquez; Secretary, W. E. Hart. Brother Tom Booth was elected to serve as ship's delegate. No disputed OT and no beefs were reported by department delegates.

SS PLATTE (Platte Transport), October 22—Chairman, O. W. Rosenly; Secretary, G. Troclair. Brother L. S. Blanchard was elected to serve as new ship's delegate. It was suggested that the Yokohama representative meet ship regarding the repairs which were not completed when the ship was in the shipyard.

DEL SANTOS (Delta), October 23—Chairman, Earl McCabe; Secretary, Alton R. Booth. Vote of thanks to the ship's delegate for a job well done. Everything is running smoothly in all departments. Vote of thanks to the steward department. Vote of thanks to Brother Foster for keeping longshoremen out of crew quarters. Captain is well satisfied with his SIU crew.

DEL SANTOS (Delta), September 24—Chairman, B. Foster; Secretary, A. R. Booth. Brother Earl McCabe was elected to serve as ship's delegate. No beefs were reported by department delegates.

MAIDEN CREEK (Sea-Land), October 29—Chairman, W. J. Barnes; Secretary, C. J. Nall. Brother Roy A. Watford, resigned as ship's delegate and was given a vote of thanks for a job well done. Brother W. J. Barnes was elected to serve as new ship's delegate. No beefs were reported by department delegates.

TRANSONTARIO (Hudson Waterways), October 10—Chairman, Ronald Lawrence; Secretary, Richard Runkle. \$14.97 in ship's fund. Deck department men thanked the Captain and the Mate for time off allowed in Sasebo. No beefs were reported by department delegates.

OVERSEAS DINNY (Maritime Overseas), October 8—Chairman, J. H. Loe; Secretary, M. Requin. Brother Pete Dolan was elected to serve as ship's delegate. Vote of thanks was extended to Brother Jerry Brown for assisting in making badly needed repairs. It was suggested that the ship be fumigated.

CORTLAND (George T. Bates), November 12—Chairman, R. E. Weaver; Secretary, Frank Naklicki. No beefs were reported by department delegates.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans . . . Dec. 12—2:30 p.m.
Mobile . . . Dec. 13—2:30 p.m.
Wilmington . . . Dec. 18—2:00 p.m.
San Francisco . . . Dec. 20—2:00 p.m.

Seattle . . . Dec. 22—2:00 p.m.
New York . . . Dec. 4—2:30 p.m.
Philadelphia . . . Dec. 5—2:30 p.m.
Baltimore . . . Dec. 6—2:30 p.m.
Detroit . . . Dec. 8—2:30 p.m.
Houston . . . Dec. 11—2:30 p.m.

Great Lakes SIU Meetings

Detroit . . . Dec. 4—2:00 p.m.
Alpena . . . Dec. 4—7:00 p.m.
Buffalo . . . Dec. 4—7:00 p.m.
Chicago . . . Dec. 4—7:00 p.m.
Cleveland . . . Dec. 4—7:00 p.m.
Duluth . . . Dec. 4—7:00 p.m.
Frankfort . . . Dec. 4—7:00 p.m.

Great Lakes Tug and Dredge Region

Chicago . . . Dec. 12—7:30 p.m.
†Sault Ste. Marie . . . Dec. 14—7:30 p.m.
Buffalo . . . Dec. 13—7:30 p.m.
Duluth . . . Dec. 15—7:30 p.m.
Cleveland . . . Dec. 15—7:30 p.m.
Toledo . . . Dec. 15—7:30 p.m.
Detroit . . . Dec. 11—7:30 p.m.
Milwaukee . . . Dec. 11—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans . . . Dec. 12—5:00 p.m.
Mobile . . . Dec. 13—5:00 p.m.
Philadelphia . . . Dec. 5—5:00 p.m.
Baltimore (licensed and unlicensed) . . . Dec. 6—5:00 p.m.
Norfolk . . . Dec. 7—5:00 p.m.
Houston . . . Dec. 11—5:00 p.m.

Railway Marine Region

Philadelphia . . . Dec. 12—10 a.m. & 8 p.m.
Baltimore . . . Dec. 13—10 a.m. & 8 p.m.
*Norfolk . . . Dec. 14—10 a.m. & 8 p.m.
Jersey City . . . Dec. 11—10 a.m. & 8 p.m.

United Industrial Workers

New Orleans . . . Dec. 12—7:00 p.m.
Mobile . . . Dec. 13—7:00 p.m.
New York . . . Dec. 4—7:00 p.m.
Philadelphia . . . Dec. 5—7:00 p.m.
Baltimore . . . Dec. 6—7:00 p.m.
†Houston . . . Dec. 11—7:00 p.m.

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

DIRECTORY of UNION HALLS

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Inland Boatmen's Union
United Industrial Workers

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1-2 Kaigan-Dori-Nakaku
204971 Ext. 281

RIGHTS

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

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

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

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

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

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

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

IN EVER INCREASING NUMBERS, Seafarers are availing themselves of the opportunity to gain engineer ratings by enrolling in the Engineer training program jointly sponsored by the SIU and MEBA District 2.

Any Seafarer who is interested in taking advantage of the chance to upgrade himself to the rating of engineer should file his application by mail or with an SIU representative, or at his nearest union hall.

In order to qualify you must be a citizen of the United States, 19 years old—or older—and have 18 months verified watch-standing time in the engine department.

This valuable training will cost you nothing. Not only will you be able to ship as an engineer immediately upon obtaining your license, but you will be provided with meals, hotel lodgings and subsistence payments of \$110 weekly while learning.

Under a reciprocal agreement between the SIU and the Marine Engineers Beneficial Association, District 2, full credit will be extended to Seafarers for all pension benefits built up under the SIU pension plan. Also, your welfare benefits are completely covered and your SIU pension plan will be supplemented by the MEBA District 2, plan in approximately the same amount while you are serving as an engineer.

After obtaining their licenses, any Seafarers who sail aboard MEBA District 2-contracted vessels will not be required to drop their SIU membership unless they wish to, and will be exempt from payment of the \$1,000 MEBA initiation fee.

Instruction periods range from 30 to 90 days. They are determined by the ability and knowledge of the student.

The latest list of applicants approved and accepted for the upgrading school is as follows:

- | | | |
|------------------|------------------|------------------|
| E. F. Armstrong | E. A. Futch | Donlmick Orsini |
| Joseph Berezky | Luis Gonzalez | Gustavo Osuna |
| Joseph Bruce | Jullo Gordian | J. Pagan |
| John Buck | Ross Hardy | Rudolph Polletti |
| Elwyn Bussell | Leonard Higgins | John Preston |
| William Cachola | Billie Jenkins | Thomas Raines |
| Clyde Cahill | Roman Linkowsky | Raymond Riemer |
| L. J. Canfield | Paul Magner | G. E. Rival |
| Bernard Cassada | Clifton Mainers | Rayford Schram |
| Jochim Cicirello | L. G. Malta | L. R. Soper |
| Malvin Chandler | George McAlpine | Vladik Suska |
| James Cline | Juan Medina | Alberto Velez |
| Alfred DeArgo | Anthony Melanson | Walker Ward |
| Armond Dunne | Harold Middleton | Harry Watts |
| Harvey Fairburn | Peter Murphy | David Wilson |
| John Francis | Robert O'Brien | Allen Wolfe |

Those men listed above, as well as others being accepted on a daily basis for the training program for licensing of new engineers, will be given class schedules at their convenience.

Those Seafarers whose names appear on the list, are urged to write immediately to: The Harry Lundeberg School of Seamanship, 675 Fourth Ave., Brooklyn, N.Y. 11232, or telephone the school at Area Code (212) 499-6565. The sooner you get in touch, the quicker your upgrading training will begin.

Upgrading is the merchant seaman's "tomorrow." Those Seafarers who can qualify and are interested in becoming licensed engineers should apply without delay.

An application form appears on this page. Clip it and send it in. If you have any questions, write or call as indicated above.



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

APPLICATION FOR TRAINING FOR ENGINE DEPARTMENT LICENSE

Name: _____

Book No _____ Z Number: _____

Address: _____

Date Joined SIU: _____ No. Years Seetime: _____ Years In Engine Dept _____

Watch Standing Time _____ Time as Day Worker, Except Wiper _____

Ratings: _____

Signature _____